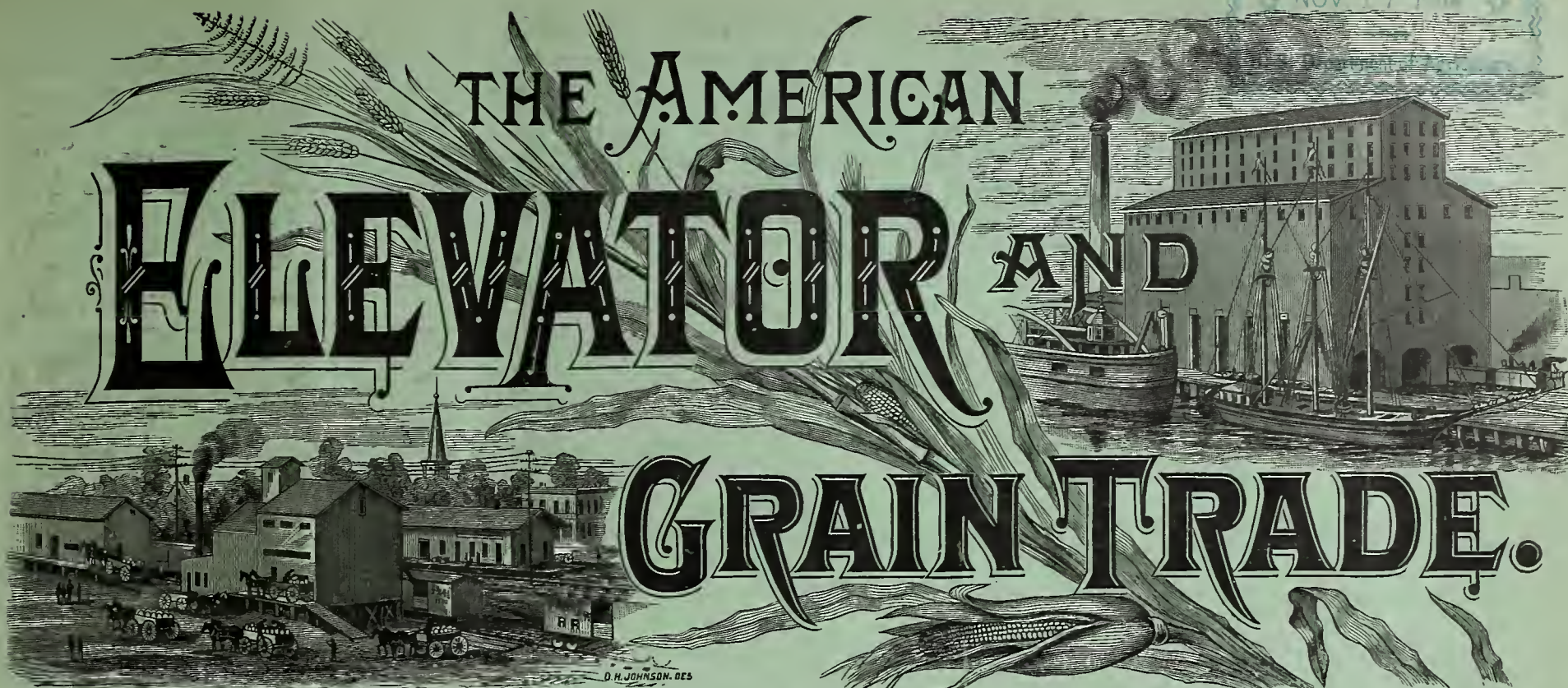


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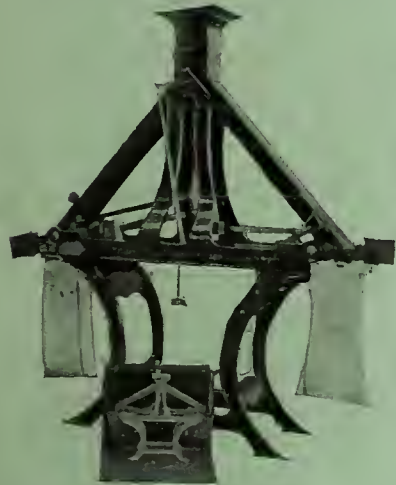
VOL. XXIII.

CHICAGO, ILLINOIS, NOVEMBER 15, 1904.

No. 5.

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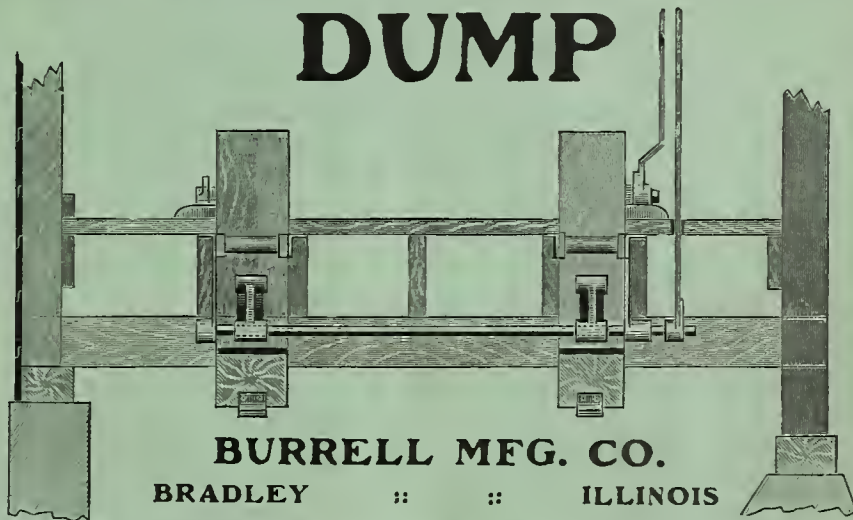
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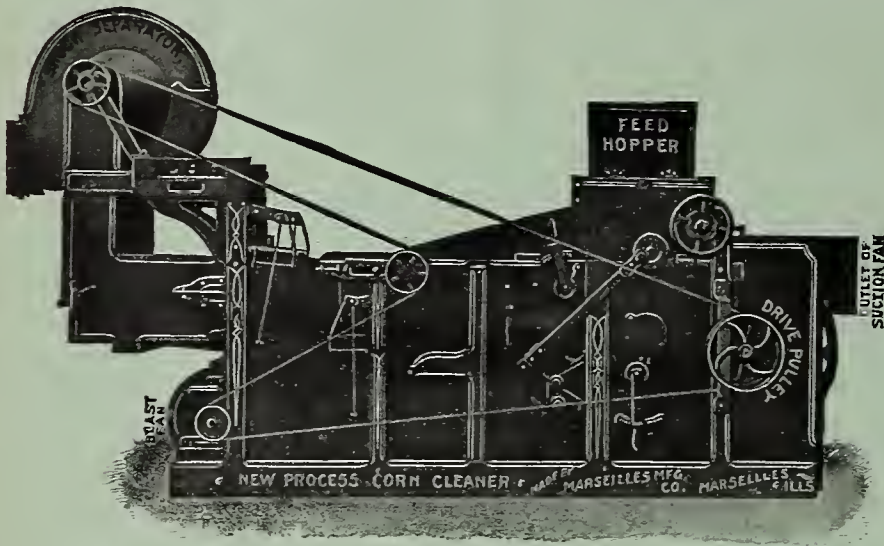
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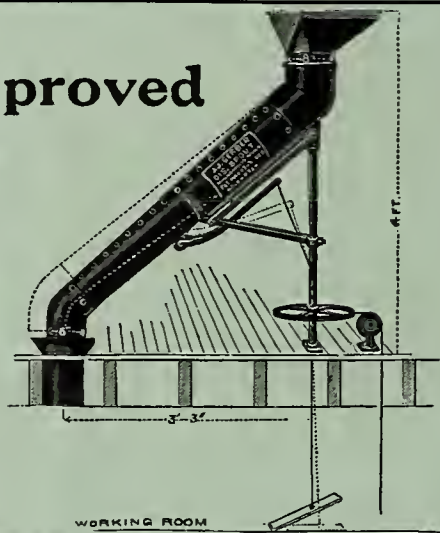
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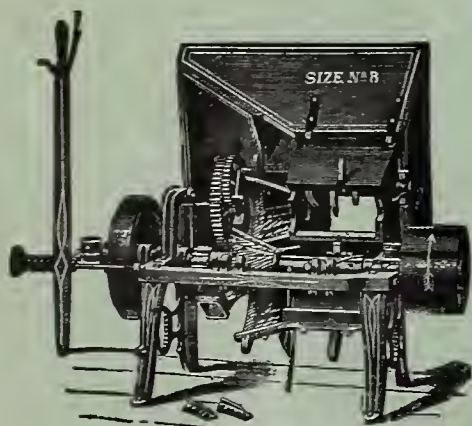
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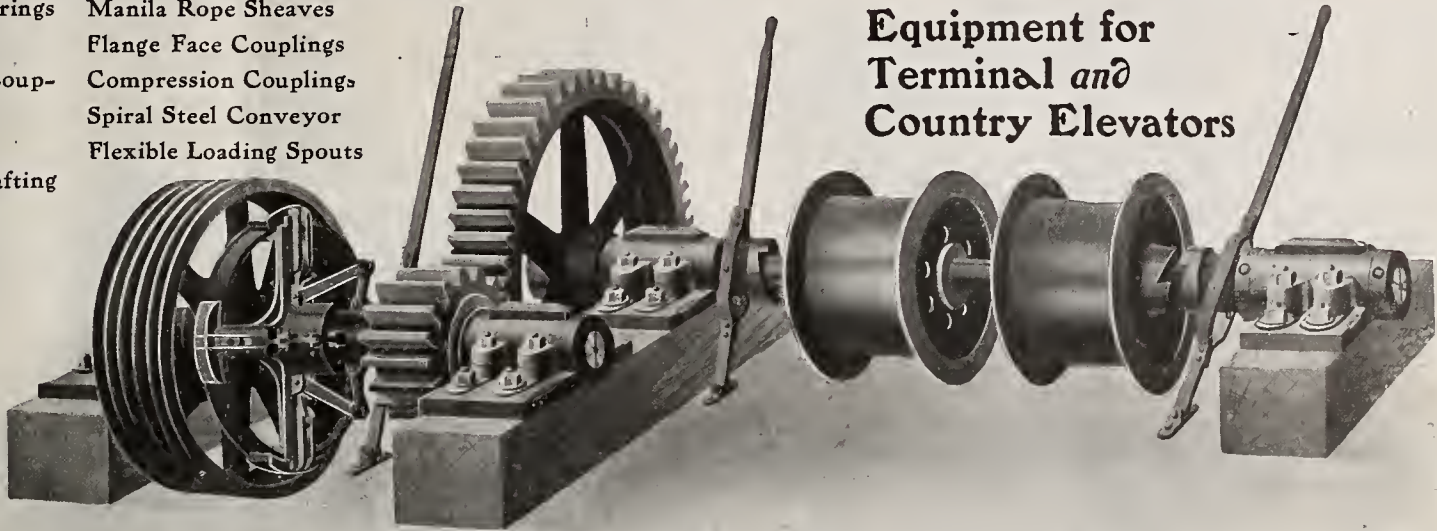
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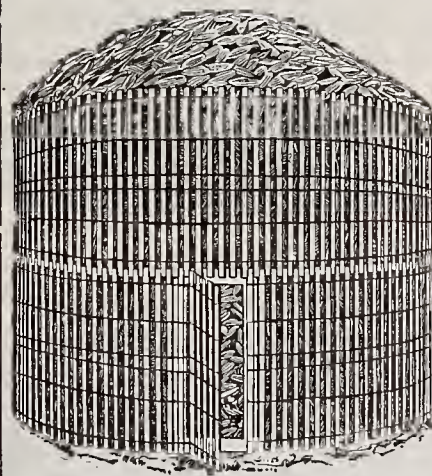
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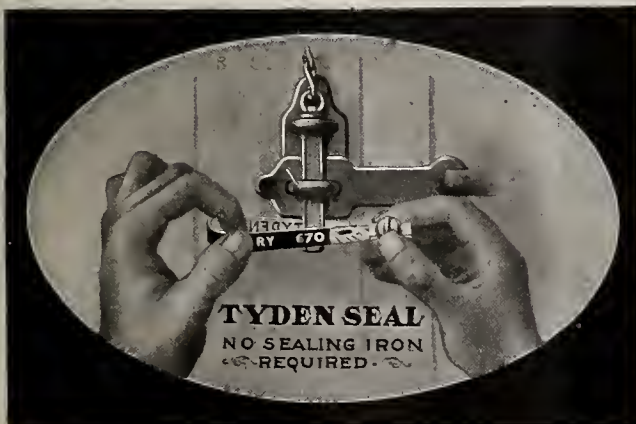
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We show herewith a few designs of Belt Conveyors for grain. Other designs will be shown next month.

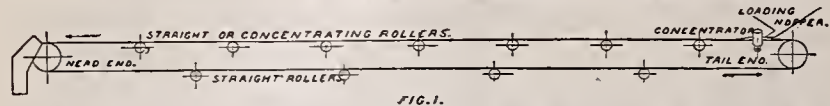


Fig. 1.—Level or inclined conveyor using either flat or troughed belt. Receives material at one end and discharges at the other.

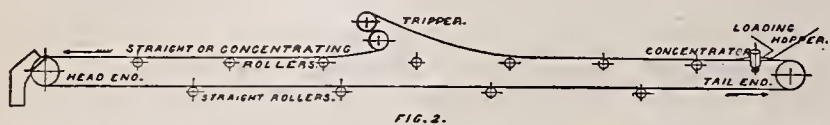


Fig. 2.—Level or inclined conveyor, using either flat or troughed belt. Receives material at one end and discharges by means of tripper at any intermediate point.

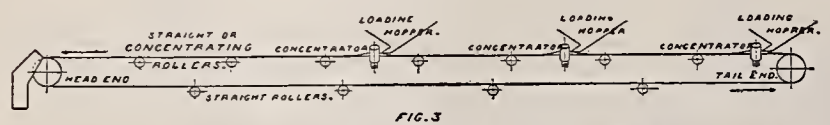


Fig. 3.—Level or inclined conveyor using flat or troughed belt. Receives material at any intermediate point and discharges at end.

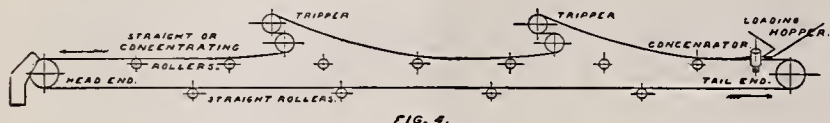


Fig. 4.—Level or inclined conveyor using flat or troughed belt. Receives material at one end and discharges at fixed intermediate points by means of stationary trippers. The best elevators use S.-A. Belt Conveyors. If you want the latest improved Conveying Machinery write us.

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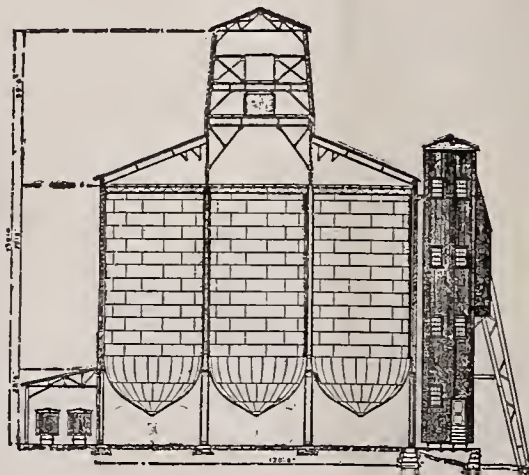
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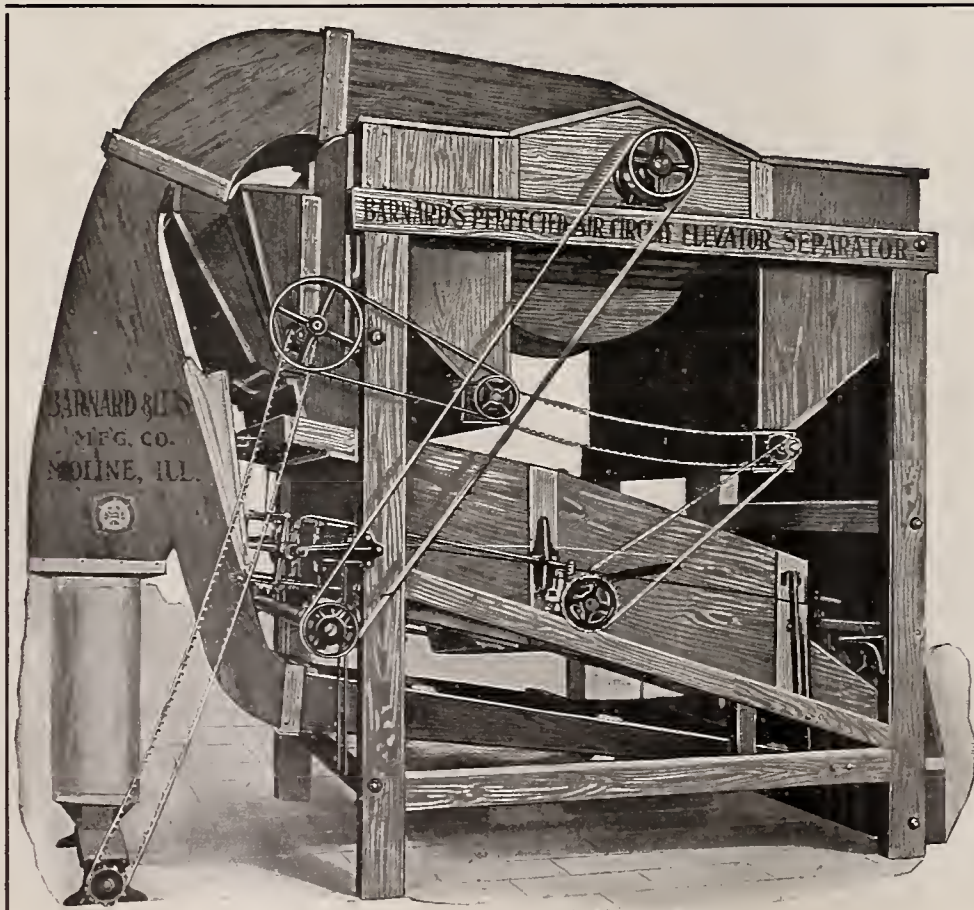
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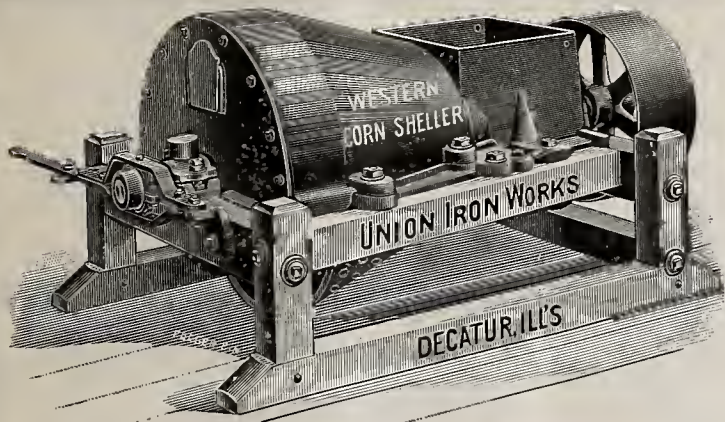
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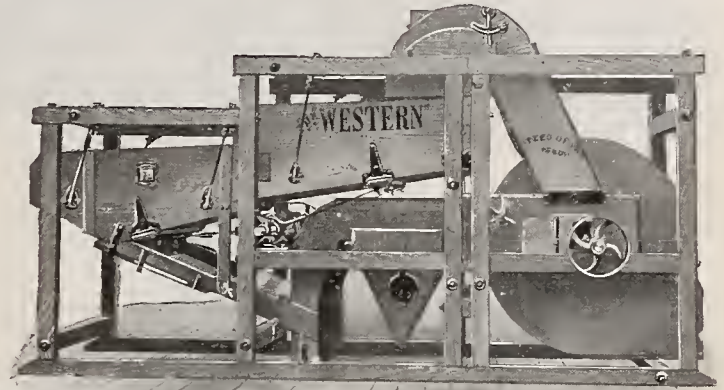
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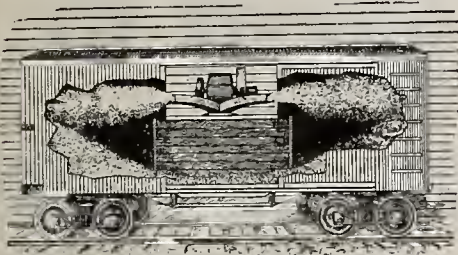
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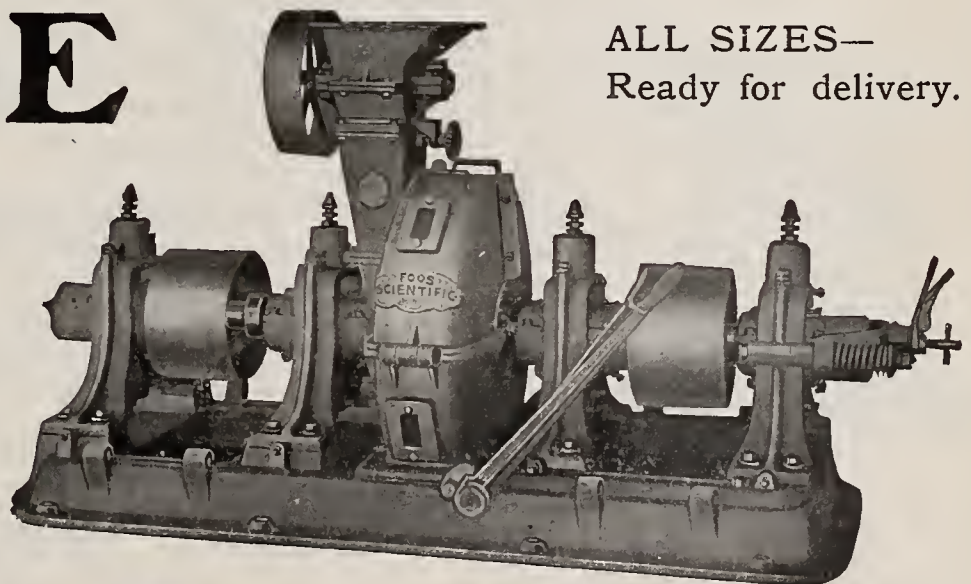
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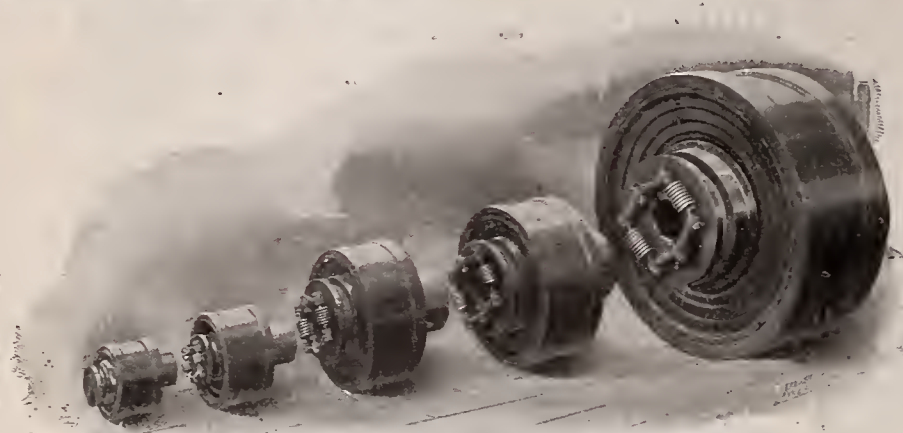
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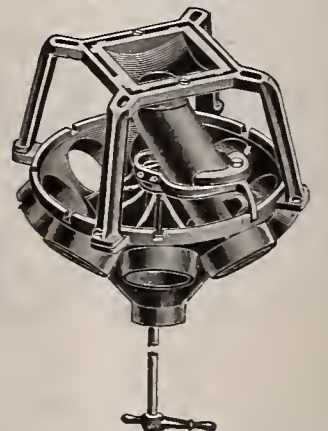
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A grain distributor that, when a bin is full or
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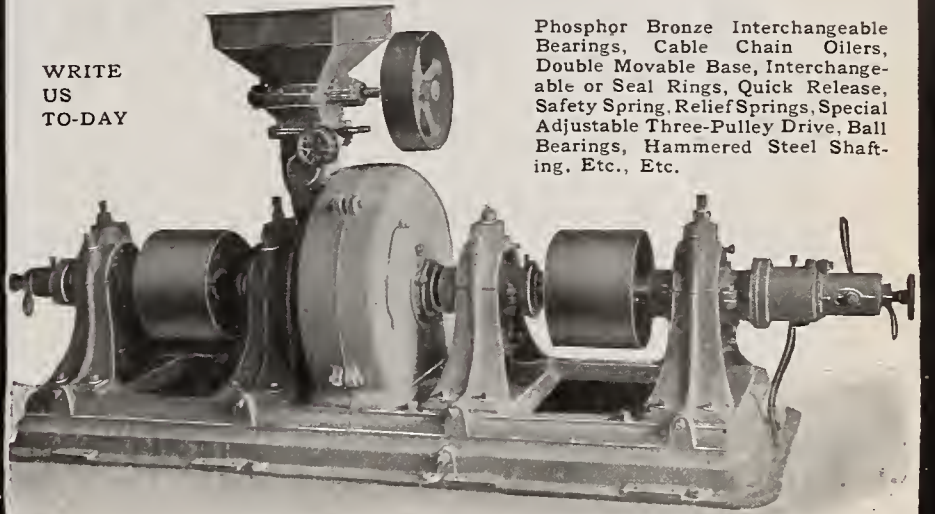
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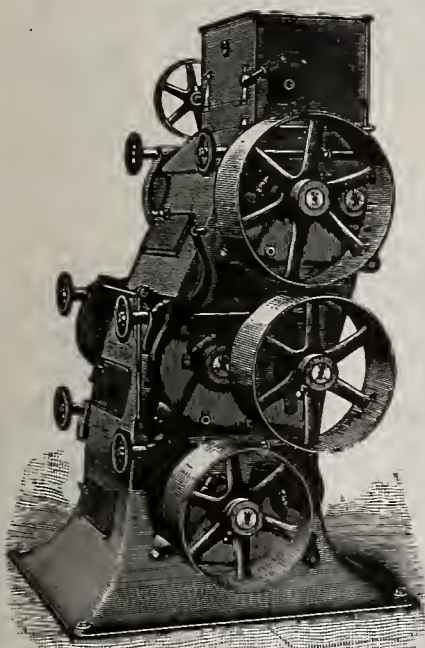
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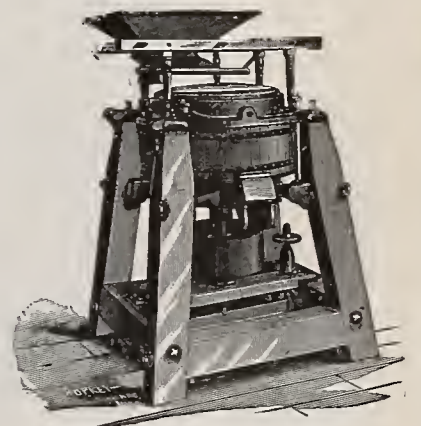
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HE WANTS TO KNOW

That his December Corn
Won't heat
And ferment,
And go "blue-eyed,"
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And force him to buy
More May corn
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Prevents Insomnia
And Heart Failure
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If the man
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Is wise
And owns a HESS GRAIN DRIER
He can save his corn
For May delivery
And make his pile,
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That's the **INSURANCE** feature of it

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Who has no HESS DRIER,
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At the MAY Price.

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They Have

HESS GRAIN DRIERS

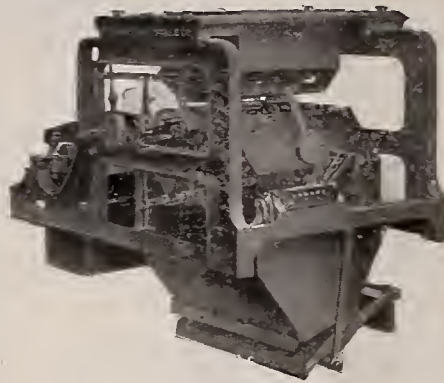
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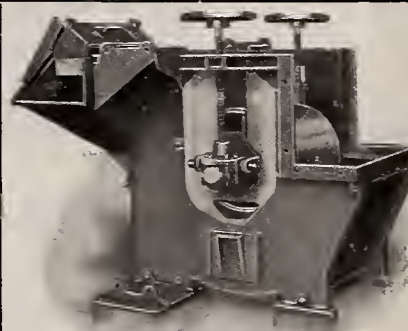
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With fixed facilities a certain amount of power
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Hence, your facilities make twice as many revolutions,
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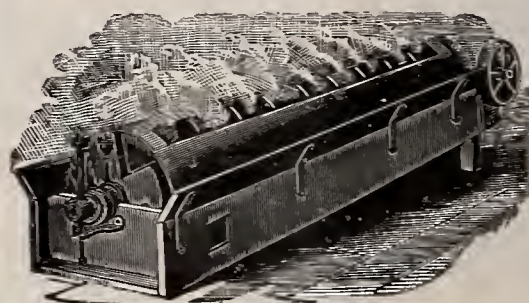
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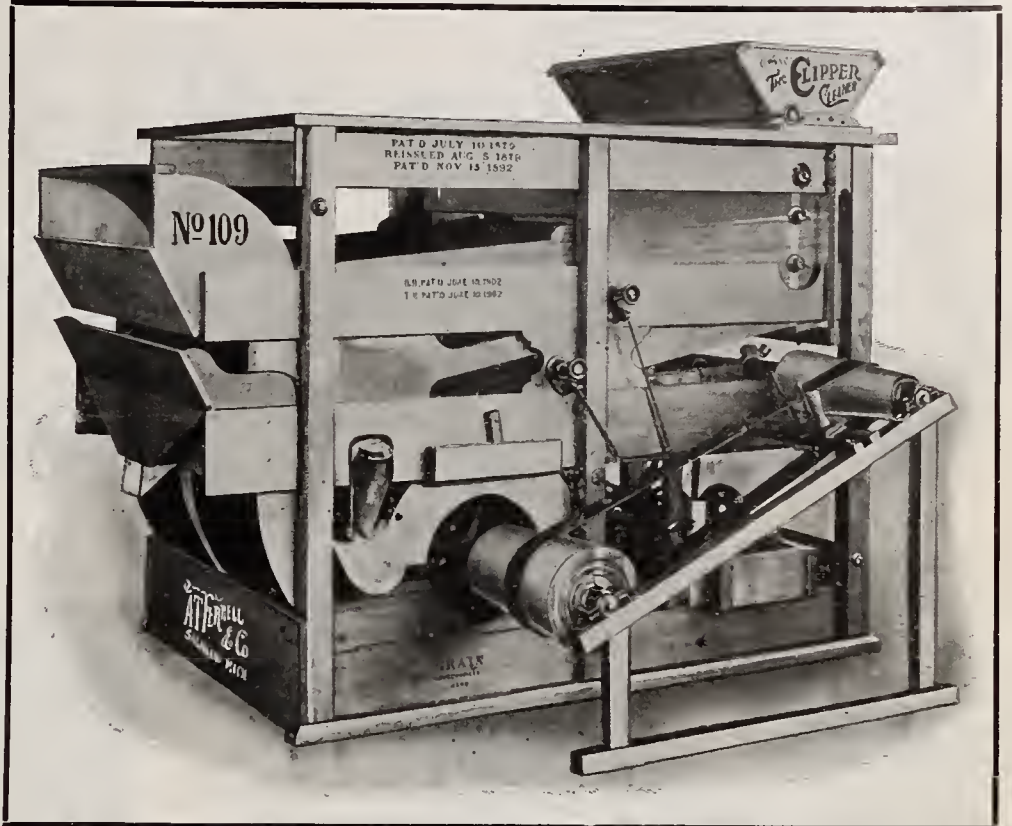
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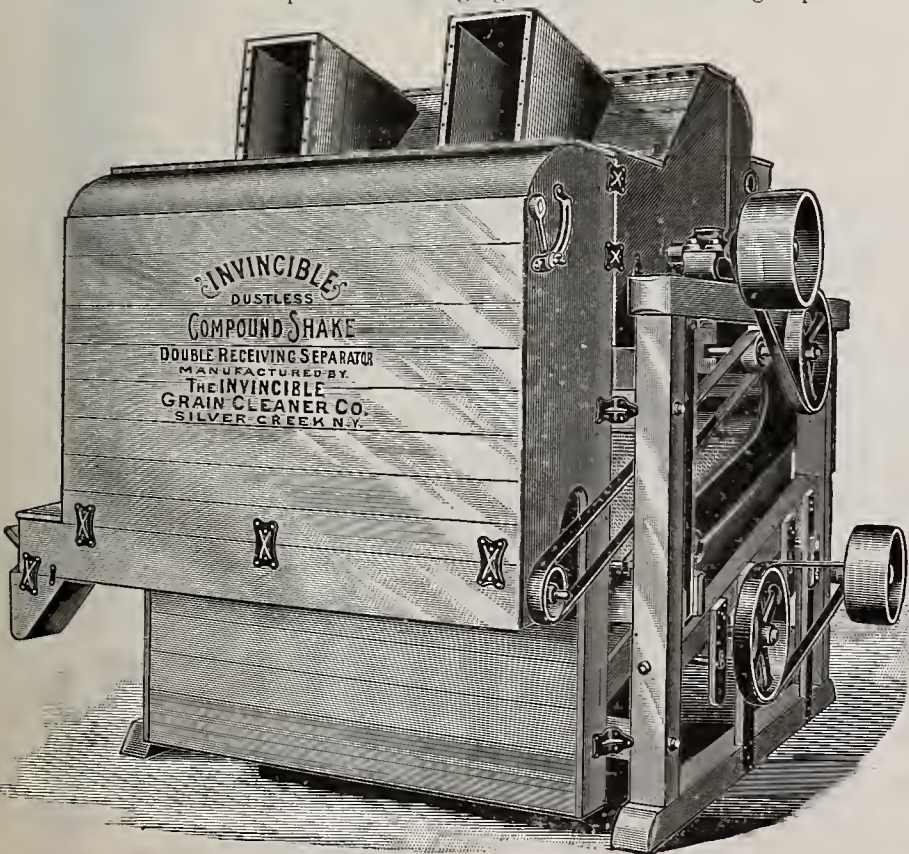


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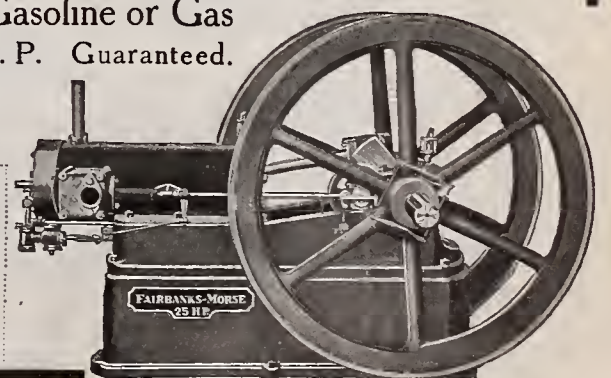
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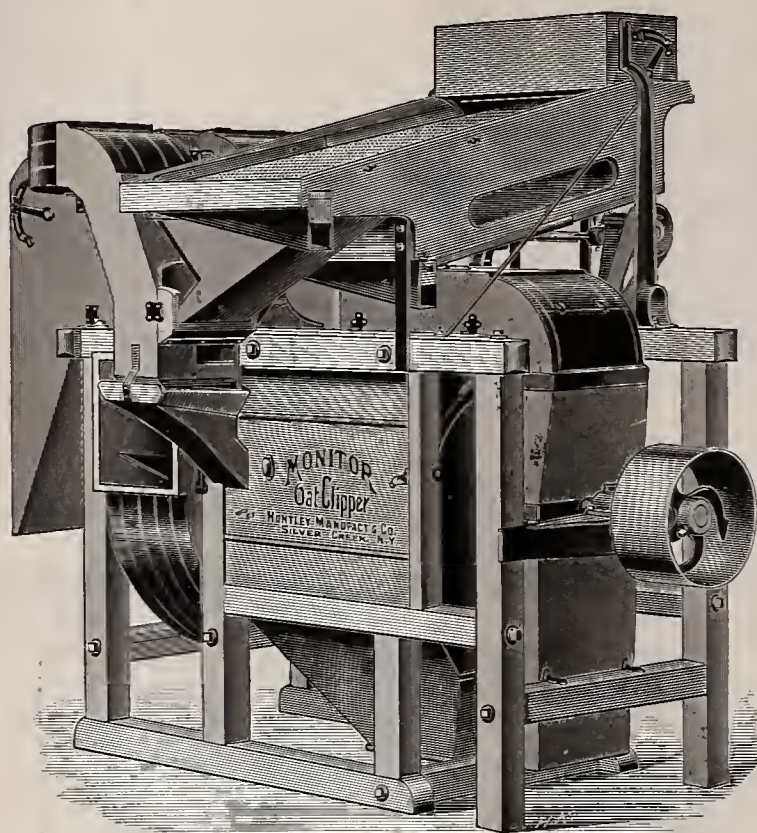
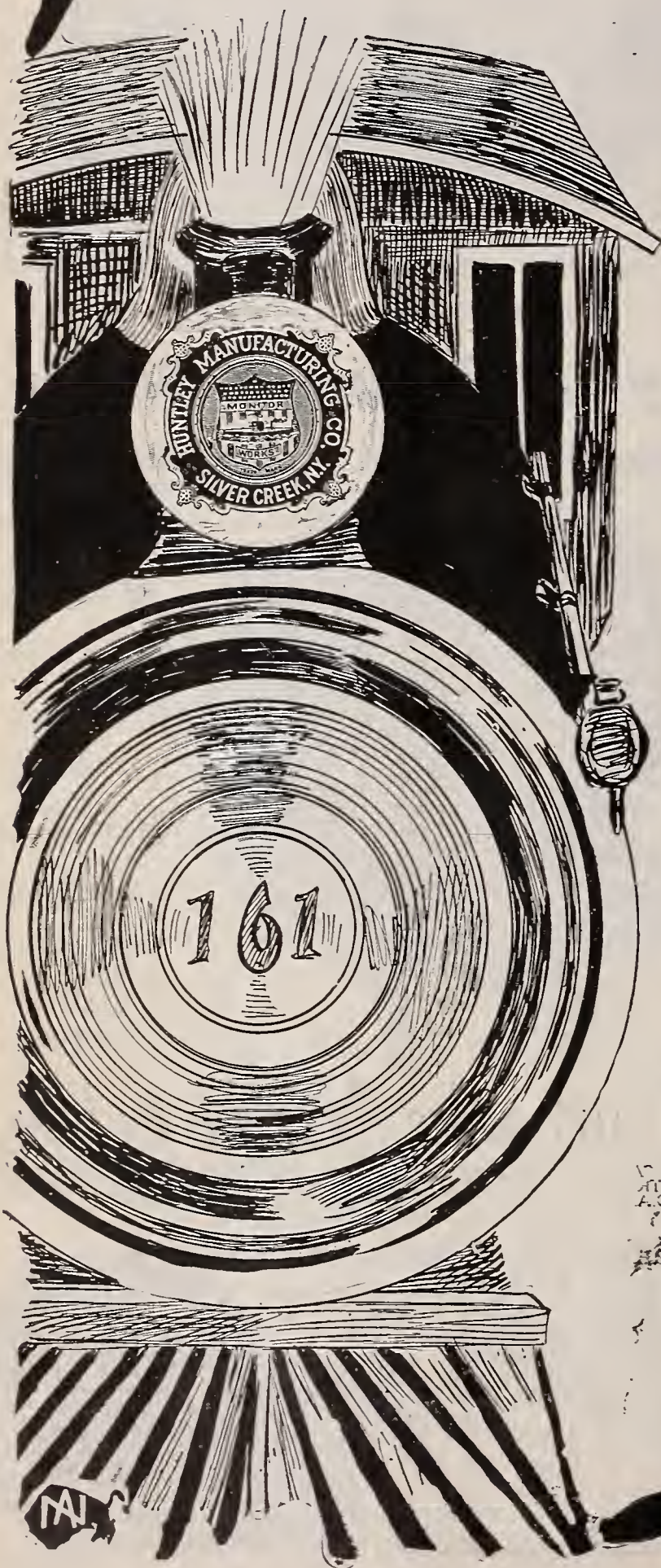
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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No. 5.

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SINGLE COPY, TEN CENTS.

MISSOURI PACIFIC ELEVATOR AT KANSAS CITY, MO.

A short time ago there was presented in these columns an illustration of four concrete grain storage bins, forming a part of a storage annex in connection with the Missouri Pacific Railway Company's new elevator at Kansas City, Mo. We

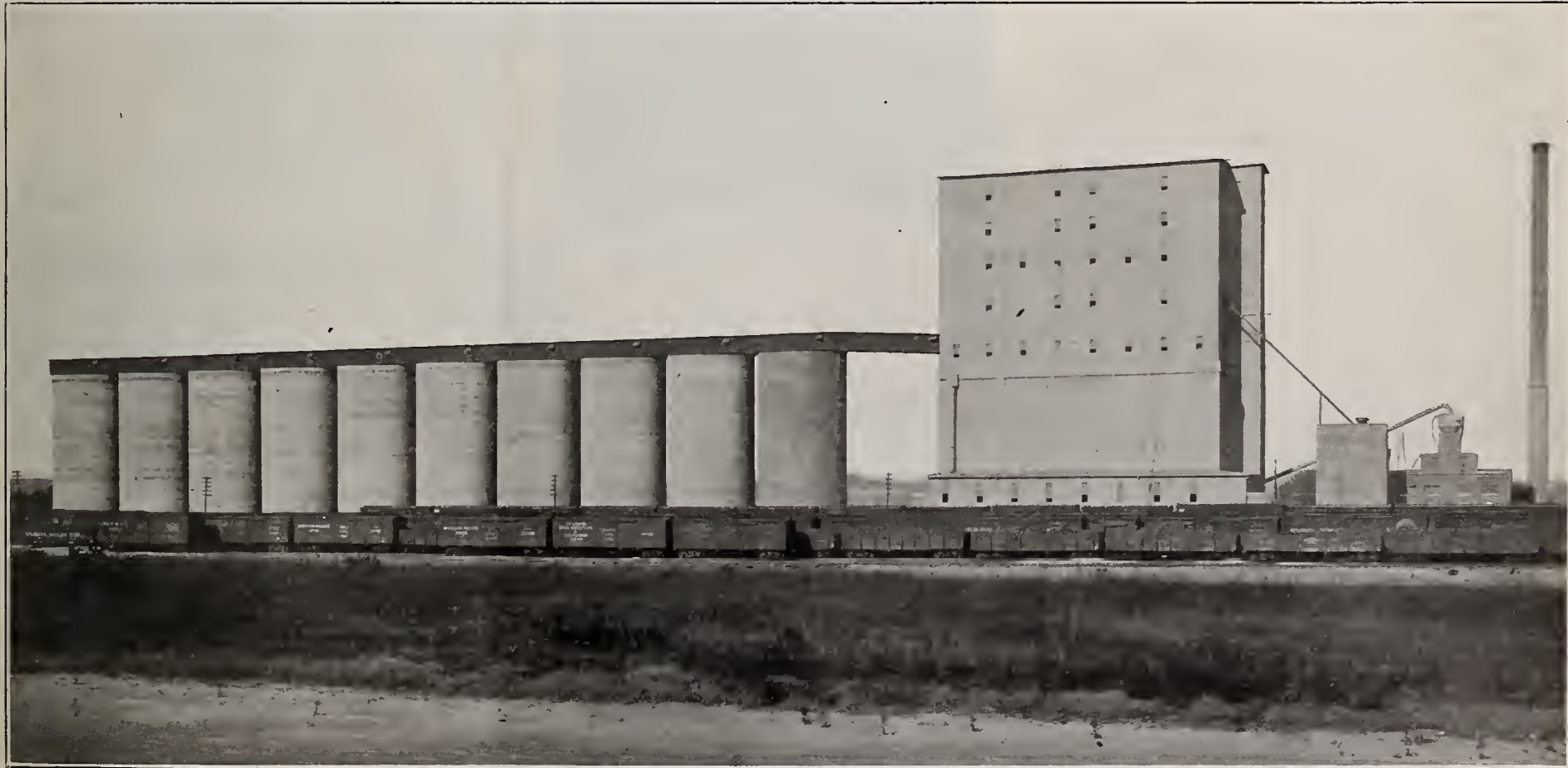
receiving and the other for shipping, a third track running through the building may be used for either purpose.

The bins, which are 65 in number, are 50 feet deep and have capacities ranging from 1,500 to 7,600 bushels, or a total capacity in the working house of 270,000 bushels.

The equipment is unusually complete for a house

vators, each of 3,000 bushels' capacity per hour, are provided to elevate clipped grain, and a small screenings elevator has been installed.

A geared car-puller with three drums handles cars in either direction on any of the tracks. The car-loading spouts are five in number, and have Sandmeyer Loading Ends. There are five 1,400-bushel scales, with garners of corresponding ca-



MISSOURI PACIFIC RAILWAY COMPANY'S ELEVATOR AT KANSAS CITY, MO., OPERATED BY THE HALL-BAKER GRAIN COMPANY.

Designed and construction superintended by John S. Metcalf Company, Chicago.

are now able to reproduce a photograph of the entire plant, including working house, storage annex and power plant.

The working house is a frame and cribbed structure, built after the most approved method of modern terminal elevator construction. It is 120 feet long and 71 feet wide, exclusive of a track shed 15 feet 6 inches wide, running the length of the building on either side. In addition to the tracks through the sheds, one of which is for

of this size. There are five elevator legs, each with a capacity of 10,000 bushels per hour. Three of these are used for unloading cars on either of two tracks, three pairs of power shovels being provided. The other two legs are for shipping, and any of the receiving legs may also be used for shipping. Four cars may be loaded simultaneously.

Two No. 10 Separators and four No. 10 Clippers are located on the working floor. Two ele-

capacity. A complete dust-collecting system and a passenger elevator are also provided.

The storage annex is a fireproof structure with a capacity of 750,000 bushels. It consists of ten independent concrete bins, or tanks, each 42 feet outside diameter, and 80 feet deep. These tanks were described in a late issue of this paper. A 40-inch concentrated belt conveyor in a steel gallery running from the elevator to the farthest storage bin is the means used for filling the tanks,

while a similar conveyor in the basement returns grain to the working house.

The power equipment is installed in a brick building near the working house. It includes a 24x48-inch Corliss Engine, four 72-in.x16-ft. horizontal tubular boilers, a 750-gallon Underwriters' Fire Pump, and the usual accessories. The stack is of armored concrete, 160 feet high, with a 5-foot flue. The water supply is obtained from a well near the power house, and stored in two circular armored concrete cisterns, each holding 27,000 gallons.

A Pneumatic Grain Dryer has been located near the elevator building. It has a drying capacity of 500 bushels per hour. An independent elevator leg in the cupola of the working house, discharging to a garner built especially for supplying the drier, allows the operation of drying to proceed with a minimum delay to the balance of the plant. The drier house is of concrete—a distinct innovation, as these driers have heretofore always been installed in brick buildings.

It will be noticed that armored concrete has been used in the construction of this elevator plant for many different purposes. Practically everything is fireproof except the working house, and this is well provided with appliances for fire protection.

The elevator is operated by the Hall-Baker Grain Co., Kansas City, Mo. Mr. E. Fisher, engineer of bridges and buildings, had general oversight of the construction for the Missouri Pacific R. R.

The plant was designed by John S. Metcalf Co., Chicago, who also acted as supervising engineers during the construction.

A RICE ELEVATOR COMPLETED.

The rice elevator of the Nederland Rice Milling Company at Lake Charles, La., is now completed, being the first house for the handling of bulk rice erected in the rice district of the Gulf littoral. As there are no precedents for handling rice in this way, the experiment of the Nederland Company is a case of bold innovation that may or may not prove a success, and which is on that account being watched with keenest interest by the "rice men."

The elevator is located adjoining the company's rice mill. It is sixty feet long by forty feet wide and the cupola roof is eighty feet above the ground. It is an iron-clad, frame building, with a capacity of 60,000 bushels of rice. It is built on a foundation of twenty-eight brick piers, seven in a row, and from these rise twenty-eight columns, constituting the frame about which the building is constructed. Inside these twenty-eight columns are twenty-four hopper-bottom bins, each with a capacity of 2,500 bushels of rice. This will enable the elevator to handle and store twenty-four grades of the cereal, which, it is stated, is amply sufficient.

On the first floor is the cleaner, dryer and grader, a combination machine. In the middle of the building are stands of elevators to elevate the rice from the grader, and then from the grader to the cupola, where the cereal will be distributed among the twenty-four bins.

The rice will be hauled to the elevator in grain wagons, and after being weighed it will be dumped into a sink, from which it will be elevated to the grader, cleaner and dryer.

The main objection to the elevator system hitherto has been the fear that rice handled in such big bulk would become moist and would spoil; but it is believed by the Nederland Company that, no matter what condition the cereal is in when placed in the elevator, one passage through the dryer will dry it sufficiently for safe storage in bins; or, at least, it will be dry after the usual handling. If, however, the cereal is not then dry enough, the contents of any of the bins can be run through the dryer a second time. This process can be kept up indefinitely, rapidly and with but little increased expense.

It is expected the elevator system will cut down the cost of handling rice about 31 cents per sack. The biggest saving in any one place will be in the

cost of sacks, 9 cents each. There will also be a saving in labor, in the tying and untying, loading and unloading of sacks and the grading.

E. S. WOODWORTH.

Election to the presidency of a commercial body has both a generous and a selfish side; generous, because men delight to honor their fellows who are capable and who exhibit in their characters the liberal and the magnanimous traits of human nature; selfish, because they instinctively select those who, as they have had reason to believe, are endowed with executive capacity and are willing to sacrifice their personal leisure as is necessary for the direction of the affairs of all corporated collections of business men, the right management of which means so much directly and indirectly to the members thereof. Both points of view are complimentary to their immediate object.

E. S. Woodworth, whom the Minneapolis Chamber of Commerce in October elected to be president for the current year, both honors and is honored by the office he now fills, his elevation without opposition by the unanimous wish of the Chamber being the expression at once of the friendli-



E. S. WOODWORTH, MINNEAPOLIS.

ness of its members to him personally and its confidence in his loyalty to the Chamber and its interests; while Mr. Woodworth, in expressing his appreciation of the honor, said: "The election to the presidency is one which would be gratifying to any man. It is the more gratifying because of my long connection with the Minneapolis Chamber of Commerce. I came here twenty-two years ago, recognizing the possibilities of this point from a business point of view, and have had no reason to change my mind. I have always taken great interest in the affairs of the Chamber and shall continue to do as long as I live."

Mr. Woodworth is a native of Wisconsin, having been born in La Fayette County. At the age of sixteen he became a messenger boy for the C. & N.-W. Ry. Co., from which place he was promoted successively to be telegraph operator, cashier, assistant train dispatcher, station agent. It was while serving in the latter capacity at Desplaines, Ill., that he began to handle grain, in which he was so successful that he removed to Minneapolis to find a field broad enough for his operations. He is now president of E. S. Woodworth & Co., Incorporated; of the Diamond Elevator and Milling Company and of the Concrete Elevator Company, and vice-president of the Woodworth Elevator Company. Prior to his election as president he had served the Chamber of Commerce in the capacity of first and second vice-president.

An enthusiastic Kansas City journalist sings the praises of Kaffir corn and alfalfa. Once upon a

time, he says, "the farmers in the region beyond the 100th meridian were fighting an apparently hopeless fight against climatic conditions. Attracted by the fertile soil, many an agriculturist took up land on those steppes, only to find that two years out of three his crops were spoiled by the hot winds which blister the soil in such a way that all Indian corn is parched on the stalk. For a time it looked as if attempts to raise grain beyond a certain line would have to be abandoned and that a vast region which had already been taken up by settlers must revert to stock raising. But all that has been changed, partly by the vogue of alfalfa grass, which will grow almost anywhere, and equally so by the introduction of kaffir corn. The alfalfa, as all the world knows, is a valuable crop for stock feeding, while the kaffir corn, which was introduced into this country late in the '80s from Africa, where it had already attracted attention as a grain that successfully resisted drouth, serves various useful purposes. It has been known to mature a crop of from forty to fifty bushels an acre right side by side with Indian corn that was totally killed by the drouth. It has already come to play a very important part in the fortune and economy of the West."

COMMERCE LAW CONVENTION.

In urging upon its members the necessity of raising sufficient funds to send twenty delegates to Washington and to pay for printing and publishing of its proceedings and literature, President E. P. Bacon of Milwaukee said to the Interstate Commerce Law Convention that, "Over three-fourths of the members of Congress owe their influence to the railroads. These representatives are there to represent the railways, and this is what we have to contend with in advocating reform legislation."

Mr. Bacon advised that the Convention raise at least \$10,000 to send its own representatives to Washington, who should stay at least three weeks, working for the interests represented by the Convention. "We must make this a prompt and effective campaign," said Mr. Bacon, "and we must have ample money to cover expenses."

Over \$5,000 was subscribed by the members present at the convention for this purpose, and assurances were given that the absent members would make up the \$5,000 more, as suggested by Mr. Bacon.

The convention was held at St. Louis on October 28 and 29. The object of the gathering, which was of delegates from trade and industrial organizations employing more capital than all the railways of the country combined, was to urge upon Congress the necessity of vesting the Commerce Commission with power to control rates and to enforce its own rulings and decisions.

The following were appointed members of the executive committee for the coming year: E. P. Bacon of Milwaukee, chairman; C. H. Seybt of St. Louis, R. S. Lyon of Chicago, Hon. William Larabee of Clermont, Iowa; S. H. Cowan of Fort Worth, Texas; R. W. Higbee of New York, H. McKenzie of Trinidad, Colo., and H. D. Loveland of San Francisco.

In calling the final meeting to order, R. W. Higbee, vice-president of the Convention, said:

"We are going to demand of Congress a simple act of justice. We have an interstate commerce law which is pretty good, but it lacks motive power, and we are here to see that it gets the motive power it needs to make it effective."

The first resolution, in the form of a memorial to Congress, was passed unanimously by the Convention after the addresses of Judge S. H. Cowan of Fort Worth, Texas, and Mr. Edward G. Davis of Chicago. The resolution was to the effect that all charges for transportation of persons and property should be equitable and just, and that it was the sense of the Interstate Commerce Law Convention that the Interstate Commerce Commission should be vested with power to establish equitable rates.

Discussing the resolution, Judge Cowan said:

"When you find that your congressmen are representing private interests they should be retired to private life. The Texas Cattle Raisers' Association has educated its members on this matter, with the result that every one of the representatives of Texas stand for the interests of the people. We

ELEVATOR WRECK AT BUFFALO.

The Ontario Elevator at Buffalo, owned by J. Wheeler, collapsed on Sunday, October 30, a part of the building, with about 375,000 bushels of barley, falling into Evans slip. The loss is estimated



ONTARIO ELEVATOR AT BUFFALO—BEFORE THE COLLAPSE.

retire our representatives to private life as soon as we learn that they no longer represent us.

"There is no federal law in existence which can compel the railway companies to deliver the freight consigned to them to other lines, and, while this lack of law has not yet made itself felt, it is a dangerous omission, and a law looking to the remedying of this oversight should be promptly passed.

"The fruit growers of the country are under the absolute dominion of four or five men who own the refrigerator cars, and there is no law which will protect them.

"In the employment of the railway companies of the country are some of the shrewdest men in the United States, and these men are treating railway property the same as any other property, overlooking the fact that railways are public corporations."

Judge Cowan denounced the statement that the present meeting of the Interstate Commerce Law Convention was inspired by the Interstate Commerce Commission, and called on the chairman of the executive committee, E. P. Bacon, to bear him out. Mr. Bacon replied that the first convention, held four years ago, was called without the knowledge of the Interstate Commerce Commission, and that the present convention had no connection with that Commission.

Geo. A. Eastman of Worcester, Mass., a bucket-shop broker, who failed recently, was arrested on the charge of larceny of \$4,000, the complainant being a priest. The priest's attorney, however, told the court that it was a "bucket-shop" case, but he could not find any law that provided a penalty for what Eastman had done. He said there was no provision for enforcing verbal agreements between broker and customer. Judge Utley ordered the prisoner discharged, with the remark that the General Court ought to amend the law.

at \$350,000. The superintendent, Charles Bartholomey, was seriously injured. He was going to the main building from the office, which is in a



ONTARIO ELEVATOR, BUFFALO, AS IT APPEARED AFTER ITS COLLAPSE.

detached building, when the rush of wind that preceded the crash caught him and carried him about 20 feet. He was slammed against a fence and his head and right hand cut, but his injuries are not of a serious nature.

The cause of the collapse is believed to have been a dust explosion, but the cause of the latter is not apparent. It is also supposed that dredging of the slip may have weakened the foundations or piling. An examination of the piling and of the ruins for signs of fire will be made. The question of the existence of fire is, of course, of much importance from the point of view of the insurance.

The house was built in 1890 and was one of the landmarks of the city.

CANADIAN GRAIN INSPECTION SYSTEM.

Canadian grain buyers as well as farmers, especially those of Ontario, have been experiencing this fall all the annoyances attending the enmeshing of the grain inspection in red tape. Among other features of the law, which does not seem to work very oppressively in Manitoba and the West, is a provision requiring the officials of the inspection department to make up standard samples of the various grades of grain and furnish them to all applying for them at any time after the first week of October. They really ought to be ready by September 1, and the law should require this, in Ontario, at least, but this year the standard samples had not been made up even at October 20 in Ontario.

The absence of standard samples in Ontario makes it very unsatisfactory to do business, since buyers and sellers of grain rely upon the samples for grading grain offered by farmers. If they undertake to be guided by last year's samples they may suffer serious loss, while the farmer in turn is disinclined to stand his share of the risk and insists on a No. 1 grade; hence the inevitable friction.

Having this year failed to make up and distribute standard samples in Ontario as late as October 20, the chief inspector then announced that the method prescribed by the new law for collecting the sample grain is unworkable, having been drawn to fit Manitoba conditions, which are quite unlike those of Ontario, and in consequence a number of more days were lost in getting samples distributed to the trade. The old way was to collect samples from the principal shipping points

and make up an average type sample from the lot; and this system was finally returned to, notwithstanding the law requires that the type sample shall be made up of samples taken by inspectors in the regular course of the work of

inspecting grain on arrival. As nothing but oats had moved in Ontario up to the middle of October, no wheat samples had been taken by the inspectors.

Another source of friction at Montreal was the manner in which the government ignored the recommendations of the Corn Exchange Association and the Board of Trade in regard to appointments on the new grain survey board under the inspection act, the government appointing none of the names recommended but others entirely unendorsed, in spite of the fact that the act requires the general-in-council to appoint on the recommendation of the Boards of Trade of Toronto and Montreal.

MORE WINDMILLS.

The telegraph from Guthrie, Okla., announces that on October 26 a territorial charter was granted to the National Farmers' Exchange, with headquarters at Pierre, S. D., and Chicago, and with the modest capital of \$50,000,000. The Oklahoma agent, as named in the charter, is John S. Strausburg of Wakita. The following are the incorporators: H. N. Gaines of Topeka, Kan.; H. H. Hanks of Nebraska City, Neb.; W. H. Heuckel of Caseyville, Ill.; J. A. Payne of Hamburg, Iowa; J. S. Strausburg of Wakita, Okla.; A. G. Van Petten of Van Petten, Ill.; L. L. Stephens, F. A. Stephens and B. J. Binford of Pierre, S. D. The purposes of the organization, according to the charter, are to deal in grain, live stock, cotton and all other farm products, provisions, coal, lumber and other farm supplies, and to own, build and equip, rent and operate grain elevators, flour mills, cotton gins, packing houses, creameries, cold storage plants, cribs, warehouses, terminal elevators and stock yards.

\$50,000,000! And these are the guardians of the poor, down-trodden farmer, groaning under the iron heel of "trusts!" taking out a charter to do anything on earth, after the manner of the "American Farm Company," of late unfragrant memory.

FIGHT KANSAS INSPECTION.

The Harris-Scotten Company of Illinois, the Midland Elevator Company of West Virginia, G. W. H. Kenny Grain Company of Missouri, John I. Glover and Broadnax & McLiency of Missouri, filed a petition in the United States Court at Topeka, Kan., on October 12, asking for a temporary order against J. W. Radford, the Kansas state grain inspector, preventing him from enforcing the law of Kansas concerning the inspection and weighing of grain, because of an alleged unfairness in the charges for the work. The complainants are all elevator firms who have places of business in Kansas City, Kan., Armourdale and contiguous suburbs in Kansas. By an act of the Legislature in 1901 of the state of Kansas, elevators and warehouses were declared public and an inspector ordered appointed to inspect and weigh all the grain which passes through these elevators.

The petitioners contend that the charges for this work are exorbitant and out of reason; that the weighing is done regardless of whether the grain is coming from other states and territories and has been weighed and inspected according to the laws of that state; that the amount of fees exacted is in excess of what is reasonably required to maintain the department of inspection and weighing; and that the charges amount to a levy of tax for revenue.

The claim is also set forth that these excessive charges are in violation of the interstate commerce law and of the amendments to the constitution of the United States covering the matter; and the validity of the state law is attacked on the ground that legislative power is delegated to the inspector; that it permits the chief inspector to abolish the inspection at his discretion wherever he sees fit; that the fees are in excess of what would be reasonably necessary to maintain the department; that the certificates of the weighmasters are conclusive and final; and that it classifies elevators

because of their different capacities and in that way imposes restrictions and burdens.

S. A. DALTON.

It is the common impression that the large cities entice and absorb the bright boys of the country; but there are exceptions to all rules, and occasionally you find a young man, city bred, with the education that the metropolis gives, turning by choice to the country as the most agreeable place for earning his livelihood.

S. A. Dalton was born in the city, educated in the city, but the greater part of his time since he began to take life seriously he has spent as a traveler in the country.

Mr. Dalton at present is a representative of Eschenburg & Dalton of Chicago, and travels through Iowa, Minnesota, South Dakota and Illinois, making his headquarters in Chicago. He was born in the city of Chicago in 1874, and his first knowledge of the grain business was gained as a country shipper at Luverne, Minn. He was later connected with the Chicago Board of Trade weighing department under Chief Weighmaster H. A.



S. A. DALTON, CHICAGO.

Foss, and subsequently traveled for a short time for the Deering Harvester Co. of Chicago. In 1901 he accepted his present position with the Chicago grain firm.

Mr. Dalton is a brother of James R. Dalton of the firm named, and in so far as being a good fellow is concerned, his friends maintain that he outrivals his well-known relative. Since engaging with the house he has met constantly, in a business way, most of the grain dealers in the territory through which he travels, and has added many good customers to his firm's line of patrons. To give the best possible service to his country friends has always been his chief endeavor, and through tried association he has gained their confidence.

WHEAT OF THE INLAND EMPIRE.

The Pacific Coast, cereally speaking, has been likened by someone, we forget who, to a foreign country. Its exports counted in the nation's total, but its grain so little affected the great world east of the Rockies on this continent until this season that the production was formerly rarely taken into serious account. Yet a large (although relatively small) amount of Washington, Oregon and Idaho wheat always found its way into consumption in mills located east of the Mississippi River.

The wheat country of the states named is going through the California experience—bonanza farming on new lands; and in view of the average crops produced, wheat growing on the scale on which it is conducted not only in Umatilla, but all through the Walla Walla and Palouse countries, is certainly

an attractive business. There are nearly a dozen farmers in Umatilla County, Ore., alone, says the Oregonian, who have harvested from 60,000 bushels to 100,000 bushels this year, while the men who had from 10,000 bushels to 50,000 bushels are too numerous to keep track of. These big farmers in the years of light yields and low prices learned to "cut corners" on the expenses attached to the business, with the result that they now have the cost of production reduced to a minimum and the profits are enormous, prices since August 15 showing for some of the largest farmers a net profit of nearly 50 cents per bushel. Both Pendleton and Walla Walla, as well as other cities and towns on the east side of the mountains, show evidence of the prosperity that has come to the wheat farmer, for large numbers of the men who four years ago had hard work to secure the bare necessities of life have since moved into town, built fine residences and are circulating their comparatively easily acquired riches.

GRAIN IMPROVEMENT.

[From a paper read by E. E. Reindollar before the convention of the Pennsylvania Millers' Association, at Reading, Pa.]

This subject is not a new one, not original with me, but one that has been before millers and grain dealers' conventions, east and west, for several years; its agitation has become general in every grain and milling journal, and I am convinced that all who are interested in wheat and its products realize the necessity of thoroughly investigating the subject, and if possible inducing the farmer to give his seed more care and eliminate from the market the low grades of wheat with which we have had to contend in the past. I have corresponded with a number of our members, and I find the trouble with low-grade wheat is not local but universal, and that we as millers must endeavor by some means to improve the quality of the grain we grind. We want wheat for our mills, dealers want to handle it, the farmers must grow it. An inferior or low-grade wheat means poor returns to all. We want to raise the standard so that a profit is sure to each.

The miller or grain dealer in many localities is looked upon by the average man as selfish, narrow in his views, a chronic growler or fault finder, who has no aim in business save to buy as cheap as he can and sell as high as he can, and fill his coffers with filthy lucre at the expense of the community in general. This arraignment may be true and justified in some sections, but certainly not among the members of the Pennsylvania Millers' Association.

I would be more than gratified to have this convention put itself on record as being unanimously in favor of some movement looking to the improvement of grain. In offering this paper it is not my purpose or intention to try to give you anything new, or instruct you in the art of manufacturing flour; that, indeed, would be dangerous ground, but I do want to enlighten you as to your needs, and impress you, and through you the farmers, with the fact that this subject is worthy of your careful consideration. We believe it is the duty of every grain man to assist the farmers in securing desirable seed, to use proper cleaning appliances, and urge the necessity of selecting seed that has proven itself adapted to soil and climate, and that will be profitable to producer and manufacturer. Millers, as well as farmers, are often attracted to grain or seed wholly by its appearance. It is a well known fact that every year thousands of bushels of attractive seeds are distributed throughout the country at high prices that are totally unfitted for the requirements of the localities to which they are sent. We feel that the day is not far distant when the value of selected seed will be more generally understood and appreciated, when the demand will possibly be in excess of the supply, and that seed men and farmers throughout the country will very willingly co-operate with millers and grain dealers in any movement looking to the perfecting of this

work. In this connection I could, if necessary, refer you to authorities to show that Western farmers have lost thousands of dollars in a single year by using inferior seed. It is estimated that the damage to the oat crop of Iowa in the year 1903, by reason of inferior seed, resulting in a preponderance of smut, reached the enormous total of \$1,500,000.

Everything must have a beginning. There must be a source—a fountain head. A stream cannot be any purer than its source. So in this case, if the miller or manufacturer of flour does not take the initiative, discriminate and endeavor to separate the grain, paying the producer for his efforts to raise the standard, but continues to be satisfied with an inferior article, and in many instances paying the same price for good and bad, not showing any appreciation of efforts made by those who try to improve their grain, who seek to produce a perfect berry and make it full weight, free from all filth, how can we expect any improvement?

No man is better qualified than is the miller or

CITY GRAIN AND FEED CO., COLUMBIA, TENN.

The accompanying engraving of the plant of the City Grain and Feed Company of Columbia, Tenn., is a good illustration of the character of the improvements the regular and permanent members of the grain trade are making in the South. The day has gone by when one permanently in the grain, hay and feed business can do business successfully, to say nothing of the personal comfort and satisfaction while doing it, without the fixtures, real and personal, of the business; and none appreciate this more than the better class of firms located in the Southeast.

The initial advantage the premises under discussion enjoy is their proximity to the railroads of the town, a spur from which runs directly into the building. The latter consists of two sections, the imposing elevator on the right corner and the two-story brick structure used as warehouse for the hay and feed department.

The elevator has storage capacity for 50,000

trade there. Their options are much lower than ours and their prices will reflect what the markets of the world will pay because they come in contact with the world's markets, and under present conditions we do not. Therefore, it will be interesting for our members to know what prices foreign buyers will pay for wheat. Eight thousand bushels of wheat were exported from the Atlantic and gulf ports last week."

New York is also talking of allowing deliveries of Manitoba wheat in bond on Produce Exchange contracts, and that question will probably come up for action within a short time. Such wheat would have little attraction for millers doing an exclusively domestic trade, or for millers whose mills are not bonded, the New Yorkers think; but at a proper price and adjustment such wheat would be available for export and would, therefore, give to the American miller just so much more of the American wheat. It is considered probable, however, that instead of confining their efforts to securing the modification of the Lovering bill, the milling and grain trades will endeavor to have the duty on wheat removed altogether, or, at any rate, materially reduced.

ELEVATOR AND GRAIN INSURANCE IN THE NORTHWEST.

Among the papers read at the recent meeting of the Underwriters' Association of the Northwest was one by Frank A. Mannen, Minnesota state agent of the Fireman's Fund, on "Elevator and Grain Business in the Northwest," which "The Investigator" epitomizes as follows:

"Mr. Mannen first considered terminal elevators, including fireproof elevators and storage tanks, and then spoke on country elevator lines. Practically all the insurance on terminal elevators of frame, cribbed construction and on their contents is carried by the stock companies. With elevators of more modern construction this is not the case. Mr. Mannen showed that the reason for this lies largely in the fact that at first the companies placed their rates on these elevators at such a figure that the grain men as a rule refused to carry insurance. Prior to this time a law of the state in Minnesota required that all loans made by state banks on property stored in elevators should be protected by fire insurance; but the grain men interested secured an amendment to the law by which loans on property stored in fireproof warehouses were not required to have fire insurance protection. This led to the education by the grain men of both state and national banks in the belief that certain warehouses, elevators and tanks were fireproof; and it will now be difficult to induce holders of these warehouse receipts to insure their grain, at least to any great extent. Mr. Mannen went into detail into the burning of two of these 'fireproof' elevators, showing that insurance was necessary; but he was unable to see how to educate grain men to take out insurance on them so far as their dealings with banks are concerned.

"Until about four years ago, stock companies had nine-tenths of the so-called 'country' elevator lines.' During the past five years there have been five new schedules promulgated, the last providing, in addition to a large increase in rates, for a 90 per cent co-insurance clause, where not prohibited by law; a 10 per cent limitation clause; a three-quarters value clause, where legal; and, further, that, in event of loss, the value of the grain should be fixed at the market price where and when the fire occurred. These changes and restrictions resulted in the organization by grain dealers of an independent stock company with a capital of \$100,000, whose stockholders have a Lloyds agreement among themselves, enabling them to carry all the insurance on any building or contents. This company saves local agents' commissions and has been so successful that it now has probably fifty per cent of all the principal country lines in the Northwest and can hold the business. If competition between companies had not been so keen and inspections had been more rigid, schedules would not have been



PREMISES OF THE CITY GRAIN AND FEED CO., COLUMBIA, TENN.

or grain merchant to interest the farmer in grain improvement, and open his eyes to the practical workings of agricultural colleges and experiment stations, of which we have a number, which are supported by all of our best citizens. We assume, of course, that the miller or grain dealer is wide awake and has had experience enough to enable him to grasp the situation and appreciate its advantages. Unfortunately this is not universally so. The average miller examines his grain more closely than the elevator man who prides himself on his "mixing" abilities, and will often pay the same price for low-grade wheat that he does for choice grades, knowing the two properly handled will meet a certain established grade, and as he says, "pass muster." In accepting these mixed grains for milling purposes the miller is not only encouraging the middle man in his deceptive work, but is practically aiding him in his efforts to lower the standard of milling wheat.

Blackbirds, which in years gone by were very numerous in the Middle West, are said to have been quite destructive to late corn in Iowa this fall.

bushels of grain, for the handling of which it has every necessary convenience commonly found in the best houses of this size; that is to say, it has two stands of elevators, one for receiving grain from the unloading track and the other serving the Monitor Cleaner on the main floor; it has also car-puller, power shovels, hopper scales, and so forth.

The plant was erected about one year ago by the Burrell Engineering and Construction Co. of Chicago. The Burrell Manufacturing Co. of Bradley, Ill., supplied the various specialties. The power transmission machinery was furnished by the Skillin & Richards Manufacturing Company.

WINNIPEG QUOTATIONS IN NEW YORK.

The New York Produce Exchange committee on statistics has decided to arrange for posting Winnipeg quotations of all the leading wheat grades at intervals of half an hour. President Hebert of the Exchange, in explanation of this step, on October 25, said to the Journal of Commerce: "Inasmuch as wheat in that market is much cheaper than in any American market, they have a speculative

changed so frequently. As losses are either very small or total, the co-insurance clause is of little value.

"The dishonesty of the persons placed in charge of country line elevators by the grain corporations controlling them is responsible for not less than 80 per cent of all fires that have occurred in them in recent years. The 'buyer,' as he is termed, issues certificates of sales to a confederate who cashes the certificate at the local bank, and just before the visit of the grain people's auditor the elevator burns."

Mr. Mannen's views on this point are so radical and his suggestions for reform so simple, however forcible they may appear to the reader, that he may be quoted more fully, as follows (see Insurance Post of October 3):

"It is a matter of common knowledge that the very great majority of country line elevators are owned and controlled by grain corporations having their headquarters in the cities where terminal points are well established, and that these corporations employ at each of their elevators a local agent, commonly termed a 'buyer,' and that this local agent is vested with authority by his superiors to issue to the individual farmers storage or sale certificates based on the scale weights of grain delivered at the country houses by them; and I desire to state right here that this is where the troubles of the insurance companies begin.

"I do not believe I go too far in stating that, when a policy of fire insurance is issued on grain in a country elevator, generally speaking, the company ceases from that moment to insure against fire, and at once becomes, in a measure, a guarantor of the local agent's character. * * *

"The inherent physical hazard of the so-called 'standard country elevator' is very small, and if it were possible to entirely eliminate the moral hazard from this class of business, we could, without question, profitably make a very great decrease in our rating schedules; and with this end in view, I finally have come to the conclusion that this moral hazard can be eliminated. And in order to accomplish this important result, I desire to submit for your consideration the following plan, viz., that the states be petitioned to pass laws requiring that in every village or town of a population of fifty people or more, a state weighmaster be appointed, and that it shall be the duty of such state weighmaster to weigh on certified scales each and every load of grain that is brought into such village or town by the farmers, and that it shall be the duty of such weighmaster to deliver to the said farmers a certificate duly setting forth the gross and net weights from the state weighmaster the agent of the line elevator company shall be permitted to issue storage or cash grain tickets to the farmer, and that all fire losses shall be computed and based upon the weight certificates issued by such state weighmaster; such state weighmasters be remunerated by a small fixed charge to be agreed upon per load, to be paid by the line grain company purchasing such load, such line grain company retaining the privilege of reweighing the load upon its own scales.

"I would further recommend that for the adoption of such system the insurance companies grant a reduction from their regular schedule of rates on a percentage to be agreed upon; and I believe that, in view of such reduction in the rate, the line grain companies would favor this plan. And I also am convinced that the farming class would be in favor of same, for the reason that in a very large number of cases complaints are made that they do not get full weights from the elevator companies.

"If it is possible to bring about a practical acceptance and working of this plan, I feel convinced that the future of the country line elevator business will be marked with a great reduction in rates and a satisfactory loss ratio; and I urge upon you that you take this suggestion under consideration, discuss it in all of its possibilities, and I hope that it may receive your favorable consideration.

"It is further possible that if, instead of rating country line elevators as we do, entirely from

surveys made by the local agents, or by the assured, we should send our rating officials to personally inspect and rate each building absolutely on its merits, and then by a thorough and rigid system of inspection later on, see that the various properties are kept up to their original standard, we could by this method make some reduction in our present schedules."

HERMAN A. HAHN.

Iowa grain dealers, especially in the central West and Northwest, are well acquainted with the subject of this sketch, Herman A. Hahn, one of the travelers for Gerstenberg & Co. of Chicago, who makes his headquarters at Le Mars, Iowa.

For Mr. Hahn is distinctly an Iowa product. He was born in that state in 1866, was cradled on its broad prairies, nourished by its ozone-bearing breezes, and the results of his bringing up by this fostering mother are shown in his cheerful mental temperament and unusual vitality.

It was at Lowden that Mr. Hahn first saw the light, and his boyhood days were passed there, finishing by his graduation from the Lowden public school in 1882. He then went to Cornell College at Mt. Vernon, and after a special course of



HERMAN A. HAHN, LE MARS, IA.

study there, to Duluth. He left Duluth to engage in the mercantile business at Clinton, Iowa, where he spent six years, going thence to Davenport, where his first acquaintance was made with the grain business.

After five years at Davenport he took his present position with Gerstenberg & Co. on January 1, 1902. He now travels for them in Western Iowa, Minnesota and South Dakota.

Mr. Hahn makes all the important towns in this territory, where he has many friends and is regarded as one of the best judges of barley in the Northwest. He has an interesting family at Le Mars, consisting of wife and three boys who, he says, are all grain men, or that way inclined.

WANT MORE WATERWAYS.

The Transmississippi Commercial Congress, held at St. Louis, concluded its sessions by the adoption of resolutions asking government aid—

For a waterway fourteen feet deep from Lockport, Ill., to St. Louis by way of the Desplaines, Illinois and Mississippi rivers;

For a deep waterway from the lakes to the Gulf of Mexico;

For liberal expenditures for the improvement of rivers and harbors by the federal government as one of the best and wisest methods of appropriating public funds; to prevent the continued interruption of interstate commerce and an appalling loss of life and property;

For the improvement of the Mississippi River between the mouths of the Missouri and the Ohio rivers, and between Cairo and the head of the passes;

For improving the Mississippi River, from Minneapolis to St. Louis, so as to obtain a minimum depth of six feet at all seasons of the year;

For the speedy improvement of Galveston harbor, such as the securing of a channel 2,000 feet in width, with a uniform depth of not less than thirty-five feet of water at mean low tide;

For the protection of the port of Galveston and the property of the United States there, and the adequate protection of all Pacific Coast ports from British Columbia to the Mexican border.

For the immediate construction of a naval station at some point on the southwest of the Pacific Coast.

CARE OF SEED CORN.

According to Prof. Holden of Ames, Iowa, all corn saved for seed should be selected and put away by this time. Seed corn, Prof. Holden writes to Secretary Wells of the Iowa Grain Dealers' Association, should be "thoroughly dry before the bitter cold weather of November. One of the safest methods is to select corn from the earliest planted field, not later than October 15, taking the most mature ears to be found. Then tie eight or ten ears together in a string with binder twine, or tie them in pairs by the husks and hang on some wires in an open shed where the sun cannot shine on them, but where the wind can have the best possible opportunity to blow through the corn and dry it out thoroughly. As soon as dry and before any hard freezes (about November 1 to 5) store in some place where there is good circulation of air and where it will be somewhat protected from the severe freezes during the months of November and December, such as the attic or furnace room. If you are certain that the corn has thoroughly dried out, it might remain where it was hung in the open shed all winter, provided the sparrows and the mice do not trouble it, and there would be no danger of injury from freezing. But in slow, cold seasons like the past and the present, or where the corn was not hung up before October 15, the only safe thing to do is to take the corn down and place it where it is protected as stated above.

"In a slow season the corn contains much more moisture than is generally supposed. Last fall, on October 25, 6,000 pounds of corn were placed in a crib and have been weighed each week since. It has now lost 1,620 pounds, or 27 per cent. It is impossible for such corn to dry out sufficiently to prevent its being weakened or killed by the fall freezes."

These suggestions, with the following cautions to farmers, were prepared by Prof. Holden at Mr. Wells' request, and have been sent to members of the Iowa Association, who will bring them to the attention of farmers. The cautions given are as follows:

1. Do not store seed corn over the stable, as it will gather moisture.
2. Do not put freshly gathered seed corn in a warm room. It will either sprout or mold or both.
3. For the same reason do not leave it in barrels and boxes or on the south porch, where the sun can shine on it.
4. During the first two weeks after the seed corn is harvested, while it is green and sappy, it should be dried under as nearly normal conditions of temperature as possible. After this the drying may be hastened by placing in a warm but well ventilated place.
5. Do not take any chances with the seed corn.
6. Save two or three times what you will need for your own use. Your neighbor may need it next spring.
7. Last spring thousands of farmers planted weakened seed. This, together with the cold spring, gave poor stands and necessitated much replanting. Over a thousand samples of corn were sent to the station to be tested last spring. The tests showed an average of 18 per cent that would not grow and 19 per cent more that gave a weak germination and was not fit to plant, leaving 63 per cent of a strong seed.

Apropos of the same subject matter, H. A. Win-

ter, treasurer of the Illinois Corn Breeders' Association, has published some suggestions from which the following are taken. Having advised the gathering of three to four times as much seed as will be needed, he says, among other things:

The main object in gathering seed corn early is to protect it from a freeze until it is thoroughly dried.

In order to get an even stand you must first select ears with uniform grain, both in size and shape.

Do not put off shelling the seed until you are ready to plant. That is bad practice. A whole week is well spent in selecting and shelling five bushels of seed corn the latter part of next March.

In selecting first take all the ears that are uniform in their general make-up, size of grain, etc. Let this constitute lot No. 1. Proceed to select lots 2, 3, 4 and 5 in the same manner. After the corn has been carefully selected, shell off butts and tips to give uniform size of grain. Now, do not shell with a sheller, as a great many farmers do, but take some shallow vessel. Shell the ear by hand. After shelling, look it over carefully, and if it fills the requirements place the shelled corn in rack No. 1. If it does not meet your approval throw it aside. The object in shelling each ear by itself is that oftentimes the ear appears all right until after we begin to shell it, when we find that it is not desirable for seed.

If shelled directly in the vessel containing that which has been shelled we cannot well discard it, or at least that part of the ear which has been shelled; on the other hand, we can throw the whole ear aside.

After we have carefully selected and shelled our seed corn we should test and adjust our planter. Do not guess at the number of grains it will drop, but be absolutely sure.

We think twenty-five grains in ten strokes about right. We would have our corn what most farmers call too thin, rather than too thick, for best results. If we could we would have exactly two stalks in every hill, no more. We would prefer one and two stalks per hill, rather than three or four, unless our soil is very fertile.

When corn is planted too thick you have too many barren stalks. These barren stalks are robbers, taking the fertility from the soil, and give you nothing in return.

SPRINKLER GRAIN ELEVATOR FIRES.

The Standard (insurance) presents below a partial, but what is believed to be a fairly complete, list of the results of fires in sprinklered grain elevators which have occurred in this country during the past six years. In view of the recent disastrous fire in the Boston & Maine R. R. Elevator at Charlestown, Mass., the list will be of special interest to fire underwriters generally. It should be noted that in a majority of the cases the sprinklers either extinguished the fire or at least held it in check, thus testifying to their value in risks of this nature. The list follows:

3 sprinklers opened and held fire in check. Fire in elevator leg.

3 sprinklers opened and practically extinguished fire.

4 sprinklers opened and extinguished fire. Oily waste fire behind a barrel.

11 sprinklers opened and held fire in check. Fire caused by friction in grain-cleaning machinery.

Risk destroyed by fire. Defective equipment and pump used for outside sprinklers by mistake.

Risk destroyed. Fair equipment. Automatic pump and tank.

70 sprinklers opened and held fire in check. Fire of unknown origin in top of elevator.

1 sprinkler opened and held fire in check. Fire of unknown origin in first floor.

22 sprinklers opened and extinguished fire. Good equipment.

Risk destroyed by fire. Poor equipment.

1 sprinkler opened and extinguished fire.

Risk destroyed by a very severe exposure fire. Fair equipment.

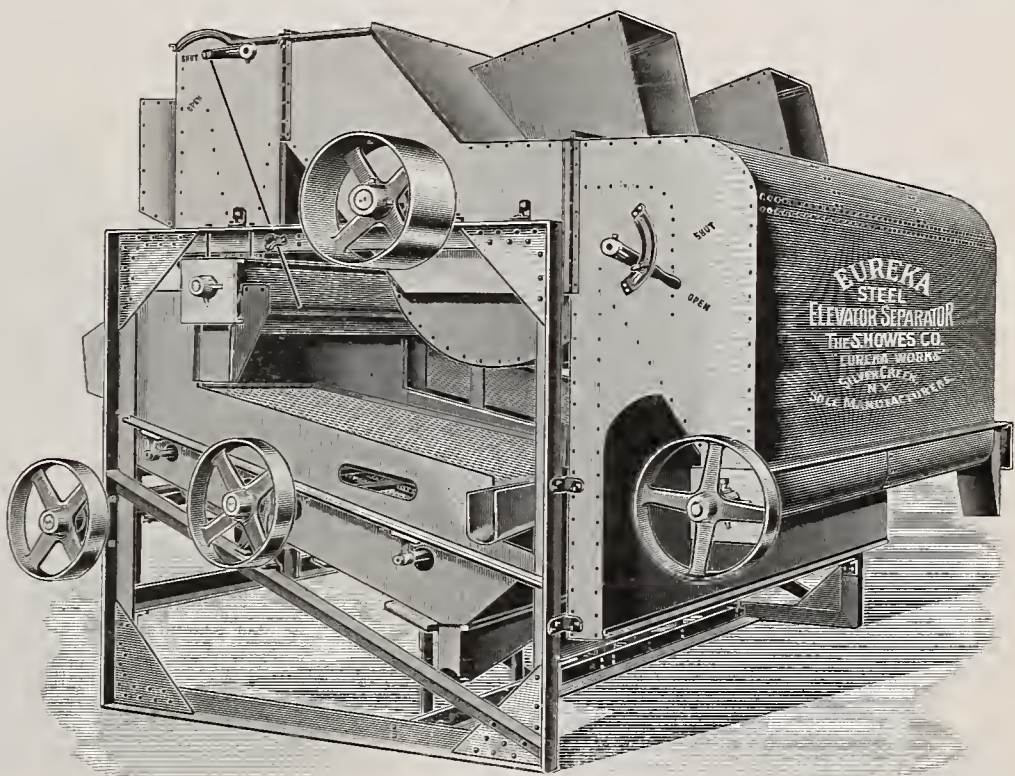
Apropos the Boston & Maine R. R. Elevator fire Insurance Engineering says: "Passing over the cause of the fire (lightning), which is difficult to guard against, the combustible construction of the wharves, the grain elevator and the sheds claims attention. Being in a connected group and communicating freely with one another, the entire group was subject to total destruction by a single fire. The inflammable character of the miscellaneous merchandise [in the sheds] is an additional argument for fire-resistive construction. It

is said the flames spread so rapidly there was no chance to shut any doors. For the same reason, the engineer of the elevator was forced to abandon early the fire pumps supplying water to the automatic sprinklers. The failure of the sprinklers in the grain elevator to save that structure is no discredit to that type of protection. The sheds where the fire broke out were not protected by sprinklers, nor were there any positive 'fire-stops' between the several buildings, hence the fire must have gained great headway by the time it spread to the grain elevator.

"With good sprinkler protection in the sheds, and a system for deluging the sheds with water in case of fire, the loss from this fire would have amounted to perhaps little more than the value of such contents as might be destroyed."

EUREKA STEEL ELEVATOR SEPARATOR.

Fireproof elevator construction has created a demand for an equipment of steel fireproof machinery; and to meet this demand for fireproof grain cleaners The S. Howes Co. of Silver Creek, N. Y.,



EUREKA STEEL ELEVATOR SEPARATOR.

has placed upon the market the Eureka Steel Elevator Separator illustrated herewith.

It is claimed that the Eureka Steel Separator is the most perfect and complete cleaner of this style of construction. It is of the latest improved design, having divided counterbalancing shoes to insure smooth running and to prevent vibration, with two independent fans drawing air from each of their sides, by means of which more sensitive and controllable air currents are obtained.

All material entering into the construction of these machines is of iron and steel. By combining cast iron and steel, greater strength is secured, while the noise and rattle incident to the operation of all steel machines is deadened. The shoes are built of heavy steel and angle iron, firmly riveted together and braced, insuring them against any springing or buckling. Both front and rear tips are provided with a steel conveyor. There are four eccentrics, two for each shoe, giving a firm and positive movement to the shoes. The pitman heads are of solid bronze, and all boxes are lined with best babbitt metal. The screens are of heavy gauge steel, fitted to the shoes for easy removal and change. The screen surface consists of large scalping screen, large main screen and cockle screen full size of main screen.

The S. Howes Co. state that for the past year they have not been without orders for steel cleaners, but have been kept exceedingly busy in this department of their works, supplying machines for several of the large fireproof elevators which have recently been built.

Circulars, prices and complete information respecting the Eureka Steel Separator, as well as steel oat clippers, may be had by addressing The S. Howes Co., Silver Creek, N. Y.

SCOPE OF THE CHICAGO MARKET.

E. W. Wagner, of the Chicago Board of Trade, of which he is a director, has contributed to the Chicago Evening Journal the following pointed suggestions as to the scope of the business done on the Chicago Board of Trade, which might well be more widely circulated—especially in the country, where more unmitigated tommyrot is uttered and printed about the Chicago Board than perhaps about any other single topic. Americans are amazingly afflicted by the twaddle of the ignorant spouter and writer; and only by such suggestions as these of Mr. Wagner, made at frequent intervals, can sanity of public thinking on commercial questions be hoped to be encouraged and stimulated. Mr. Wagner says:

"The general reader hardly realizes the scope of the grain markets on the Chicago Board of Trade. He is too apt to attribute a transaction to

the person who, in a gossipy way, is reported as having made the trade openly in the pit or even in the cash grain crowd. Commission merchants do not divulge the names of principals, and the manner in which they are traced makes it by no means reliable, especially in the most important dealings. The whole world's grain merchants meet here by letter and telegraph to do business that originates and is closed up in every conceivable manner.

"A merchant in Liverpool, who has just bought a million bushels of wheat in India or Argentina, or it may be in Canada or San Francisco, is anxious to secure the dealer's or manufacturer's profit without assuming the risk of a change in price while in transit; so he makes what is called a hedging sale in Chicago. This he leaves against his purchase till the arrival of his wheat, and then takes off the hedge by buying here and consummates the whole transaction satisfactorily by balancing his trade in Chicago and making delivery to his principal in Liverpool. It would be tedious to explain all the ramifications of a trade, if, indeed, it were possible to do so. The business extends into the remotest parts of the business world.

"To those who know that these sales and purchases cannot possibly be effected in any other market center on the globe, and that even locally between the grain dealer and the miller they are the basis or the competition of all large flour transactions, the manner in which the ordinary market reports are construed to misrepresent the motives

of business is laughable, when not annoying, to the agent here who acts in perfecting such business.

"Unintentionally, perhaps, a great injustice is done to the most active men on the board. There are individuals—I use only as an instance the name of the Armour Grain Company, and without indulging in any personality—whose business is both exaggerated and misrepresented in this manner. It may be that an order has been placed here for a week, waiting for a price in Chicago before it can be consummated in Odessa, and when it is effected here the man who makes the trade is charged with 'knocking' a bull market and doing all he can to hold our prices down. It is the grain dealer in Odessa who has put that wheat upon the market, and it is, further, the grain business of the world that keeps our trades from the violent fluctuations that make a great buying and selling trade possible."

CHANGES AT NEW ORLEANS.

Mention has already been made of the Harris-Scotten Company lease of the Illinois Central Elevator D at Stuyvesant Docks, New Orleans. The company's business there is in the hands of F. P. Breckenridge, with offices in the Hibernia Bank Building. Alterations are being made in Elevator D and by December 1 the Illinois Central Railroad promises to turn the elevator over to the company, with a new 40,000-bushel drier, which is now in process of construction by the Hess Drying and Ventilating Company of Chicago. This is perhaps the largest grain drier in existence.

The Chalmette Elevator, owned by the New Orleans Terminal Company, a subsidiary company of the Frisco system, was on November 2 leased to the J. Rosenbaum Grain Company of Chicago, Galveston, etc. The Frisco system will begin moving its trains into New Orleans some time between December 1 and January 1. Meantime, the elevator, which, as it stands, has a storage capacity of 500,000 bushels, will be overhauled and greatly enlarged as well as provided with a grain drier of large capacity.

SOME SUGGESTIONS TO GRAIN SHIPPERS.

[From a paper on "Kansas City Weights" by J. G. Goodwin, Board of Trade weighmaster, Kansas City, Mo., read at the annual meeting of the Kansas Grain Dealers' Association at Kansas City, on June 7, 1904.]

The first thing a shipper should do is to have a proper way to determine how much grain he loads in a car; and the only way that this can be done is to have a good scale on a good foundation, plumb and level, the scale free from bind, clean and in perfect seal. The trouble is, some people think because a scale beam balances that the scale is correct. Such is not always the case. I have known scales to balance perfectly, which, when tested, were found to be incorrect. Scales should be tested any time you have the least doubt that they are not weighing correctly, and at least twice a year by a competent scaleman with sufficient test weights; for they are just as likely to weigh to your disadvantage as in your favor.

The next is condition of the car. Care should be taken to see that the car is properly coopered; that the lumber used in constructing the grain door is substantial enough that it will not bulge and allow grain to leak while in transit; as out of 40,423 cars received in this market for the year ending May 1, 1904, 2,294 were leaking at grain doors. Cause, not enough care exercised in coopering.

Another thing I would like to mention in this connection is the practice of nailing a board over the space between the floor and bottom of lining, which makes a continuous lining to the floor and forms a pocket which holds all the grain that sifts through the cracks and broken places in the lining above. I have known as much as fifteen bushels to be taken out of a car coopered in this manner. This should not be done, as we cannot compel elevator employees to destroy rail-

road equipment, which is the stand they take when asked to tear the boards out.

The condition of the box should also be taken into consideration—loose siding, bulged ends, holes in floor, door posts, and possible leaks at king bolts, as 8,551 of the cars handled for the year arrived leaking at these various places.

Now we come to seals. The shipper should see that cars are properly sealed and a record kept of same after loading; because when cars arrive at destination; showing leakage or in bad condition, seals broken, doors open, etc., it greatly facilitates tracing and locating the cause of same when all records at point of origin are clear; as 15 per cent, or 5,918, of the cars handled here for the period of one year arrived here with seals broken. You can readily see that you cannot be too careful in sending your cars forward properly sealed. After you have taken all these precautions you may feel firmly convinced that car has left your station in good condition containing a definite amount of grain. If nothing happens while in transit, you can rest assured that if the car is sent to Kansas City you will receive returns showing weight to be as near yours as it is possible, allowing a natural shrinkage.

It would be well to mention here that of the

tional Bank of Kansas City, James A. Patton of the National Bank of Commerce of Kansas City and E. W. Snyder of the Manufacturers' National Bank of Leavenworth, Kan.

NIMS & CO'S BEAN ELEVATOR.

Among the products of fruitful Michigan, the "humble bean" holds a firm place in the affections of many farmers, to whom it has brought wealth directly and indirectly, as all legumes do the thrifty and intelligent agriculturist. But beans, more than the majority of farm products, require finishing for market—cleaning of the bean itself and separation from imperfect ones. Beans on the farm are raw material, so to say, which the elevator, which in this case might be styled the factory, puts into condition to tempt the Boston housewife shopping for a Sunday breakfast. And so Michigan has numerous elevators known distinctively as bean houses, and many others, like that of Nims & Co., at Lansing, where beans are finished for market, but handled in connection with other farm products—corn and oats, as it happens, with Nims & Co.

Nims & Co.'s house, shown in the engraving, is a new one, only recently completed, and may



GRAIN AND BEAN ELEVATOR OF NIMS & CO., LANSING, MICH.

586 complaints of shortages received for the year, 127 of the cars arrived at elevators leaking in various places and 163 had seals broken. This is 50 per cent of the total number of shortages and does not include cars which may have been leaking and repaired in transit, which arrive at destination with no apparent defects. The figures I have just mentioned will give you a fair idea of how some of these shortages occur; and I should not think it would be hard to see that you cannot be too careful in coopering and sealing cars before leaving your station.

HARROUN AGAIN IN BUSINESS.

On October 26 a contract was made by and between W. H. Harroun and his creditors by which he has come again into control of his business at St. Joseph and Kansas City, as lessee of his three elevators. He resumed business on November 1. He contracts to pay all his debts, and as his creditors have faith in both his ability and purpose to do so, they will endeavor to secure a suspension of prosecution of the indictments standing against him—several at St. Joseph, on charge of forgery of bills of lading, and others at Kansas City, for uttering false warehouse receipts.

The properties of the Harroun companies were conveyed to trustees for the creditors early in October, the trustees named being W. T. Kemper of Kansas City, Judge A. C. Stewart and H. C. Haarstick of St. Louis, with an advisory committee, composed of C. S. Jobs of the American Na-

safely be referred to as a typical plant of its kind, well built, well arranged and well equipped for its particular uses. The building is 100 feet long by 30 feet wide and 60 feet high, giving storage capacity of 30,000 bushels.

The power consists of two Crocker-Wheeler Motors of five and fifteen horsepower each. The cleaning machinery consists of one No. 6 Monitor Bean Separator, with capacity of 500 bushels per hour; four Grant Bean Pickers, one Oxford Polisher and forty Pontiac Individual Pickers. The picking room, it will be seen by the picture, is provided with an abundance of light where that is necessary for its operations. In the cupola is a Hall Distributor, and as an index of the thoroughness with which the equipment has been placed, it may be said that all shafting is erected with ball bearings. Indeed, no expense has been spared to make the house as perfect for economical working as any in Michigan.

Grain inspection by the Minnesota department at La Crosse, Wis., has been discontinued, owing to dissatisfaction of the Listman Milling Co., for whose convenience the inspection was established.

Two men charged with stealing grain from cars in the C. N. Ry. yards at Winnipeg on October 13 pleaded guilty and were treated leniently by Mr. Daly, as they are both married men and have families to support, their punishment being a \$25 fine or the option of three months in jail. It is alleged that no sooner were they at liberty than they resumed their old crime of pilfering grain.

IOWA CO-OPERATIVE ELEVATORS ASSOCIATE.

The Iowa co-operative elevator companies have organized a state association, but in doing so have fallen into the hands of the demagogues—Vincent, the Omaha publisher, and the Farmers' National Exchange—and may be expected soon to be deep in the "silly."

The much-advertised meeting at Rockwell was held according to program on November 5. It was attended by several hundred farmers, most of whom were not, however, voting members. After being called to order the meeting was addressed by H. A. Hodge of Des Moines, who was representing the Farmers' National Exchange. Immediately after Mr. Hodge closed his speech Chairman Densmore asked if it was the desire of the delegates to associate themselves together, and the Iowa farmers thundered back, "You bet."

J. A. McCreary, secretary of the Illinois Farmers' Grain Dealers' Association, spoke upon the work which had been done in Illinois. He explained in detail the manner of conducting the business.

C. Vincent of Omaha, a former resident of Iowa and a graduate of Ames Agricultural College, was the next speaker. He represented the National Farmers' Exchange and told how the "line system" of this company was operated. He said they now bought and sold grain only, but that they were considering and hoped to soon be placing finished products upon the markets. This they would do by the building of mills and packing houses of their own. They did not want to freeze anyone out, but to freeze everyone in, he said. He said the co-operative system helps to build up the Iowa farmers, who would get all the profits instead of their going to the line elevator men. His speech was interrupted with frequent applause and showed the audience were in entire sympathy with all suggestions.

H. A. Hodge of Des Moines, also a representative of the Farmers' National Exchange, told of the prominence which the "Rockwell idea" had secured in the United States. He thought the "Rockwell idea" greater and more beneficial to Iowans than the "Iowa idea," which has been advocated by Governor Cummins. He said that the Rochdale system, which had been originated in Rochdale, England, sixty years ago by nine poor weavers, had grown into the business world until its financial success was represented by two million people in the world. The idea was, he said, in the selling of produce at only an ordinary market price and avoiding the profit of the middleman. The Rochdale system is a division of the profits and the Rochdale store in London is the largest store in the world.

G. B. Rockwell, an extensive grower of South Dakota, read a letter from a grain firm in Milwaukee asking him to dispose of his future offerings through regular buyers instead of shipping it himself, as the various associations objected to their handling in competition with elevator and warehousemen.

A Rockwell business man said that five empty business houses and fifteen empty dwelling houses were due to the co-operative society there, and that a clothing firm had recently been closed out of business there because they could not compete with the farmers' prices.

The meeting accomplished nothing definite outside of mere organization. There was no discussion as to what they would do. The delegates perfected their organization and seem to think that that much will do what they want; that now they are organized the grain trust (?) will not dare oppose them. That so little or nothing was accomplished by the meeting was probably because no one seemed to know what they wanted to do. Lee Kincaid of Illinois, who was relied upon for considerable help, did not show up, and sensible men who were present at the meeting say that the organization will never be a strong one.

The membership fee to the state organization

was placed at \$5, and not more than twenty-five societies are expected to join at this time.

The following officers were elected: N. Densmore of Mason City, president; Perry Alger of Ruthven, first vice-president; S. Nardschon of Badger, second vice-president; C. G. Messerole of Gowrie, secretary; J. H. Brown of Rockwell, treasurer.

Directors—B. Hathaway of Pierson, John Montgomery of Goldfield, W. D. Purdy of Fredericksburg, D. H. Hodson of Garden City, Arthur Chambers of Dumont, J. B. Hart of Postville and Thomas Mamis of Dougherty.

R. Baxter of Galva, J. H. Brown of Rockwell and Ellis McWhorter of Burt, the committee appointed upon constitution and by-laws, reported and the by-laws were adopted.

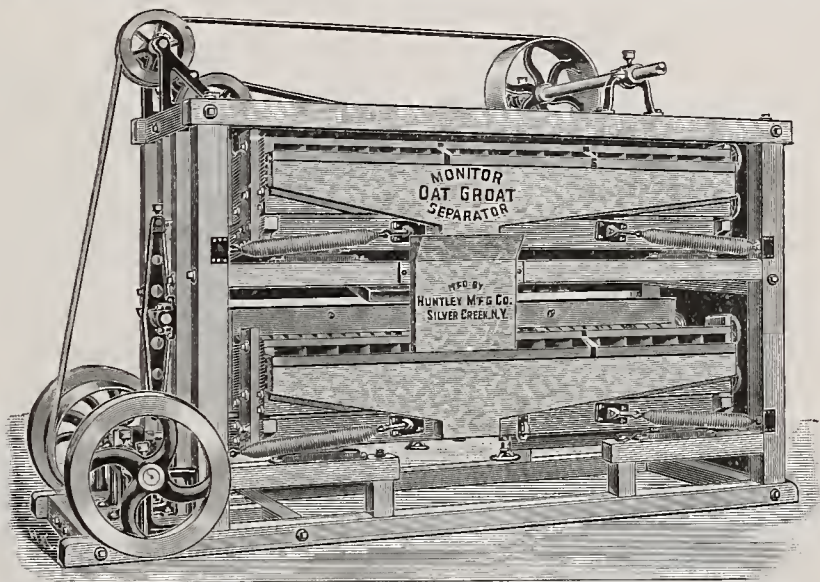
R. Baxter of Galva introduced a resolution to the effect that when it was practical the newly organized firms should buy out contemporary's elevator in preference to building a new one.

President Densmore appointed committees on transportation, on investigation, on grades, on legislation and on claims.

Fort Dodge was selected as the place of meeting in February, 1905.

ARBITRATION AGREEMENT.

An arbitration agreement has been arranged to govern transactions in cash grain between New York and Chicago grain dealers. The agreement,



MONITOR OAT GROAT SEPARATOR.

which was accomplished through the activity of James F. Parker of New York, was on November 1 signed by the following dealers:

New York Dealers.—E. Pfarrius & Co.; Kneeland & Co.; John Marshall; Milmine, Bodman & Co.; Marshall, Spader & Co.; Samuel Taylor, Jr.; New York Glucose Co.; Sanday & Shepherd; Henry D. McCord & Son; Lane & Fox; F. V. Dare & Co.; Rice, Quinby & Co.; J. B. Hagemeyer & Co.; Henry B. Hebert; R. W. Forbes & Son; H. B. Day & Co.; The Larowe Milling Co.; Franklin Edson, Jr.; W. S. Travis; Long Dock Mills & Elevator Co.; S. W. Bowne Co.; H. P. & F. Harrison; William H. Payne & Son; Hecker-Jones-Jewell Milling Co.; Cushing & Van Vliet; The R. D. Martin Co. Ltd. (New York branch); Clark & Allen; Carscallen & Cassidy; Shaw & Truesdell Co.; George E. Cathcart; Co-operative Wholesale Society Co. Ltd.; W. H. Story & Co.; Knight & McDougall, and Parker & McIntyre.

Chicago Dealers.—Armour Grain Co.; Peavey Grain Co.; Milmine, Bodman & Co.; J. Rosenbaum Grain Co.; Rosenbaum Brothers; McReynolds & Co.; W. H. Merritt & Co.; Knight & McDougall; Nye & Jenks Co.; Harris, Scotten Co.; Calumet & Western Elevator Co., and Parker & McIntyre.

This agreement provides for regular methods of arbitration and settling of disputes between the signers thereof (and them only), who up to the present time have transacted their business "according to custom"; and as the interpretation of "custom" varied with different firms and individuals, numerous disputes have arisen which will hereafter be obviated by the accepted agreement.

One of the most important clauses in the agreement is that which protects a seller who has been unavoidably prevented from making his shipment within the specified time, by allowing him three

days of grace wherein to ship the grain, he at the same time agreeing to pay the buyer any loss that may arise from the delay. Another of the principal features is Section 2, which allows a leeway of 2 per cent on sales of 40,000 bushels or less and 5 per cent on sales of more than 40,000 bushels, such excess over the contract purchase frequently being an advantage to the seller in securing freight room.

MONITOR OAT GROAT SEPARATOR.

Ever since the making of oat cereals began, and as the demand has increased, manufacturers of oat products have been eagerly seeking a machine that would positively remove unhulled oats from hulled oats. Various machines have, from time to time, been put forth with indifferent results. However, the Huntley Manufacturing Company of Silver Creek, N. Y., has now, after several years of experimenting, perfected the Monitor Oat Groat Separator, for which the claim is made that it will accomplish the work of separating unhulled from hulled oats with a degree of perfection not heretofore known.

The Monitor Oat Groat Separator is specially noteworthy for its easy running quality, the shoes operating on ball bearings, and as the motion of each shoe is opposite, no jarring or shaking results. The shoes, or tables, upon which the work of separation is consummated, are placed one above

the other and contain a series of zigzag channels into which the material to be operated upon is equally distributed from a feed hopper. As the operation proceeds, the hulled oats travel downward in the channels, while the unhulled and inferior oats travel upward, and each is carried away by spouts.

While the Monitor Oat Groat Separator embodies an entirely newly adapted mechanical principle, it is simple in construction, easy of operation and very durable, and that in operation it substantiates the claims made for it is evidenced by the letters received by the Huntley Manufacturing Company from exacting users of it, who say that it has reduced the cost of milling to such an extent that the machine soon pays for itself out of its savings.

Further information can be had of the manufacturers, the Huntley Manufacturing Company, Silver Creek, N. Y., or any of their agents.

One of the largest cash deals in grain since the Leiter episode was the recent sale by the J. Rosenbaum Grain Co. of 1,000,000 bushels of Oregon wheat to Ballard & Ballard, millers, at Louisville, Ky. The total value of the shipment was about \$1,250,000.

The Illinois Corn Breeders' Association has formulated the following as the "standard perfect ear of corn: A perfect ear of corn should be 10½ inches in length, 7½ inches in circumference; should yield 90 per cent grain; cylindrical in form; and carry its size the entire length, except near the point, where it should taper slightly, well filled out at both ends."

MUSIC OF THE CORN.

The grand armies of peace are encamping afield;
There is no glint on the spear, no blaze on the shield,
No flashing of helmet, nor the gleaming of blade.
For the shaft of each weapon is with pearl inlaid.
Their standards are glist'ning with the dew of the dawn,
And growing in splendor with the growing of morn.
And there's music far sweeter than the clarion horn—
'Tis the life-giving music of the rustling corn.

How stately and majestic and graceful in mien
Are the soldiers of peace in their mantles of green;
O'er the brow of each soldier waves a tall tasseled
plume—

An emblem of plenty is the straw-nodding bloom.
From the land of the prairies and realms of the morn
They are coming, their arms brimming with golden corn.
And there's music far sweeter than the huntsman's horn—
'Tis the life-giving music of the rustling corn.

They are marching abreast where the dim skyline dies—
The grand armies of peace, born of earth and the skies—
'Neath their ribbons and pennons there are no ugly
scars—

The trophies of victories, the red ensign of wars.
Bread-bearers for the nations, more fruitful than trees,
The tread of their legion is heard across the wide seas.
Keeping step to the music of Plenty's full horn—
'Tis the life-giving music of the rustling corn.

—Baltimore Sun.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

HAY IS PROPERLY CLASSIFIED NOW.

Editor American Elevator and Grain Trade:—
We would emphatically say we think Congress should give the Interstate Commerce Commission power to enforce any decision it might make.

As far as changing the classification of hay is concerned, however, we at no time have been very much in favor of restoring it to sixth class. Our experience is that the money is taken out of the pockets of the producer and not of the shipper; and by asking for the classification to be restored, it is simply working more hardships upon the shipper.

Yours truly, JOHNSON & SON.
Goshen, Ind.

A QUESTION OF LIABILITY.

In the October number the Bennett Commission Company of Topeka, Kan., presented the following shipping problem, with request for opinions:

A sells B a quantity of grain to be shipped from country stations west of Kansas City, subject to Kansas City inspection, eastern weights, and for mutual convenience in freight matters the price is made basis the Mississippi River. B instructs A not to bill any of this grain to any point on the Mississippi River, but to bill it to New York via Chicago, stop at Kansas City for inspection.

When A carefully follows B's shipping instructions: First—Who is liable if demurrage occurs at Kansas City? Second—Upon whom rests the loss from any freight overcharges? Third—Upon the basis of values, in what market should any off grades or any surplus above the quantity contracted be adjusted?

The editor has received the following replies:

From J. F. ZAHM & CO., Toledo: "We would say that if A followed carefully B's shipping instructions, billing the grain just as ordered, he could not be held responsible for any freight overcharge. Regarding the question of demurrage, that is an open question and a very hard one to decide. Inasmuch as the grain was sold Kansas City inspection, we should think that the prices in Kansas City should govern on any surplus or shortage."

From RUMSEY & COMPANY, Chicago: "As to question of liability in case as represented by Bennett Commission Company of Topeka, Kan.:

"1st—If A complies fully with all instructions as given by B in shipping the wheat to New York via Chicago, stop at Kansas City for inspection, and if instructions as given by B result in demurrage charges at Kansas City, B is totally responsible.

"2d—Any overcharges in freight certainly revert on B, as such overcharges would occur as re-

sult of following such billing instructions as B submitted to A.

"3d—The disposition of any surplus over and above quantity contracted for should be adjusted on the basis of the market at destination on the day the last car was unloaded, or as soon as the exact surplus could be ascertained."

"The fact that the wheat was sold at the Mississippi River does not relieve B of any responsibility in the questions above mentioned, as the Mississippi River is simply a point of basing rates on grain originating west of Mississippi River and consigned to points east."

TOLEDO AND THE IRREGULAR DEALERS.

Editor American Elevator and Grain Trade:—
There seems to be some misunderstanding on the part of some shippers regarding the resolution adopted by the Toledo Produce Exchange some time ago.

We were opposed to that resolution; but really, when you consider it, there is nothing unfair about it, because some of our dealers here believe they can do business with shippers who own an elevator or a warehouse, even though they are not members of an association.

When it comes to scoop-shovelers and irregular dealers, you know just how we stand, and how we have stood in the past. We refuse to handle their shipments, post them, or have anything to do with them. We have always been very particular about this and expect to be so in the future.

Yours very truly, J. F. ZAHM & CO.,
Toledo, Ohio. Per Fred Mayer.

NOTICE TO HAY AND OTHER SHIPPERS.

Editor American Elevator and Grain Trade:—
We are sending to the members of the National Hay Association the following suggestions for line of action regarding the uniform bill of lading:

"Your attention is directed to the efforts of the carriers of 'Official Classification' territory in connection with the uniform bill of lading. They are, not acting harmoniously in the matter, but some are requiring two matters which are especially pernicious; namely, the signing of the bill of lading in which is limited the common law liability of the carrier; and the use of the words 'Not Negotiable' on its face. By the former, loss and damage must fall on the party shipping, banker or receiver holding the document; on account of the latter, many banks are refusing to advance against the bill of lading as collateral. It is therefore recommended that—

"(a) Shippers refuse to sign a bill of lading.

"(b) That shippers refuse to accept a bill of lading marked 'Not Negotiable.'

"(c) That receivers do not pay drafts to which are attached the kind of bill of lading described until the goods have arrived at destination and their condition ascertained.

"(d) That shippers file with the several traffic managers of railroads over which they ship, protests against the two requirements above stated, and that receivers file similar protests with carriers over which they receive goods.

"(e) That copies of such protests and special cases be referred to the General Counsel, John B. Daish, Washington, D. C.

"It is necessary that this matter receive prompt and careful attention, and if we are diligent in looking after our own interests the objectionable features of the bill of lading will be stricken out."

Yours very truly,

H. G. MORGAN, President.
P. E. GOODRICH, Secretary.

IN THE MATTER OF THE GRAIN EXHIBIT.

[The plan proposed to hold a grain exhibit at Chicago on November 26, in connection with the Fat Stock Show, having fallen by the wayside, the committee in charge thought favorably of holding an international grain exhibit in Minneapolis, Minn., at some time during the winter, providing sufficient funds are raised and interest shown. In order to get an expression from the trade on the proposition, the editor asked certain dealers likely to be interested in this exhibit whether they

thought such an exhibit would be a good thing for the trade, together with any suggestions as to the character of such an exhibit. We have been favored with the following replies:]

E. S. WOODWORTH, president of the Minneapolis Chamber of Commerce, says: "I do not feel at liberty to speak for anyone else, but so far as I am personally concerned the idea of an international grain exhibit in Minneapolis this winter does not appeal to me. Everybody is very busy, and I do not think the call for time or money for this purpose would meet with very hearty response. However, I may be mistaken."

PHIL. S. REED, secretary of the Way-Johnson-Lee Co. of Minneapolis, says: "To my mind a grain exhibit is always a good thing on general principles; it is an education which is always welcome. But there are doubts in my mind as to whether sufficient interest can be aroused to make an exhibition of the nature you speak of a success. Conventions have grown to be so numerous, and other things that attract the grain dealers several times a year, that although the exhibition you suggest is praiseworthy enough, it would without doubt attract very few or no visitors from outside points. The main thing, I presume, would be liberal subscriptions on the part of local dealers and commission houses here, and in that respect I may say that the several firms are not having a very good season, as business is very quiet, indeed, for this time of the year; so I am afraid the trade here would be rather reluctant in parting with money for almost any cause this year."

C. W. GILLAM, Windom, Minn., says: "My idea is that the exhibition of grain should be held in connection with the Fat Stock Show. It seems to me that would be better than simply making a grain exhibit at some other place. Of course Minneapolis would be a good place to have it, if it is thought best to have such an exhibition, without any other attraction, but I question whether it could be made successful without considerable expense."

FRANK H. FUNK, general manager Funk Bros. Seed Co., Bloomington, Ill., says: "I very much regret that the proposed corn exhibit to be held in Chicago in connection with the Fat Stock Show has been postponed until another year. However, as there is great room for improvement in the quality and amount of grain grown in this country, I think any exhibition or contest in which different samples could be brought together in a comparative contest would be a great benefit to both the grower and the receiver of grain. Therefore, I am heartily in favor of all properly conducted grain exhibits, not only in Minnesota, but at other large receiving points. I think in contests of this character that not only the question of 'best seed' should enter into the contest, but the quality of the grain should also be judged from a 'commercial standpoint,' and I think great good could be accomplished if a series of short practical talks by men familiar with the subject upon the market grades of grain could be given at an exhibition of this character. I trust the proposed exhibit at Minneapolis will be brought about and know that the same would be a great success."

J. J. QUINN, secretary of the Tri-State Grain Dealers' Association, Minneapolis, says: "For the present nothing will be done toward having a grain exposition in Minneapolis, as at this season of the year the grain trade in the Northwest could not give the matter the attention that a creditable exposition would warrant. However, we have not given up the idea of having an exhibit here in Minneapolis, and in all probability will have one after the holidays."

M. McFARLIN, Des Moines Elevator Co., Des Moines, Ia.: "In a general way I would say that the immense interest in the production and handling of grain in this country ought to justify such an exhibition. We have good illustrations of this in other lines, as dairying and live stock; but whether enough interest could be stirred up to make it a success at first, I would not be able to judge. I have been of the opinion for some years that both grain exhibits and machinery for handling grain ought to be a large and interesting

feature of the Grain Dealers' National Association's annual meeting. For anything that is finally decided upon along this line, I am sure you can count on interest and help from the Iowa Grain Dealers' Association and the Cereal Club of Des Moines."

GREAT WESTERN ELEVATOR CO., per H. F. Douglas, general manager, Minneapolis: "In regard to holding an international grain exhibit in Minneapolis during the coming winter, I would say that I doubt very much whether such an exhibit could be made a success at that season of the year, for the reason that the farmers all over the Northwest travel but little in the wintertime, many of them living on the prairies and not liking to leave their families alone at that season of the year."

COMMERCE COMMISSION MUST HAVE POWER.

Editor American Elevator and Grain Trade:—In reply to your question regarding the advisability of Congress giving the Interstate Commerce Commission power to enforce its decrees, also to your reference to the "hay case," a decision of which



BURRELL SELF-LOCKING DUMP—SIDE VIEW.

by the United States Circuit Court is patiently awaited, I beg to say that it appears to be undisputed that the intent of the framers of the original act was to grant such power, and for ten years—from 1887 to 1897—the Commission, the carriers and the public acted upon the assumption that the act gave administrative powers to the Commission.

The Supreme Court has, however, declared that the Interstate Commerce Commission, after having investigated a case, has power only to enter an order that the offending carrier shall cease and desist from charging the illegal rate; and there the power of the Commission ends. The several bills introduced in Congress to enlarge the powers of the Interstate Commerce Commission, since that decision, have simply proposed to correct the technicality upon which the courts based their findings and give the law that effectiveness originally intended. The opponents of this remedial legislation have unfairly contended that the Interstate Commerce Commission should have neither judicial nor rate-making powers. The former plea has come from sources which from a spirit of jealousy oppose what they consider is an encroachment upon their special privileges, and the carriers endeavor to construe the authority to discontinue an unjust or unreasonable rate as conferring upon the Commission rate-making power.

On January 1, 1900, the thirty railroads operating in "Official Classification" territory advanced hay from sixth to fifth class, resulting in an increase of about 20 per cent in the rate, and in some instances prohibiting business. This was such a remarkable discrimination that the National Hay Association promptly took issue with the carriers, and after several unsuccessful conferences with them, made a formal complaint to the Interstate Commerce Commission against the thirty railroads operating in "Official Classification" territory. After an exhaustive hearing, both sides being represented by able counsel, the Commission, on October 16, 1902, rendered its decision, which sustained every contention made by the counsel of the National Hay Association, declaring that the action of the carriers in raising hay to fifth class, and thereafter charging fifth-class rates, "was unreasonable and unjust, and resulted in unlawful discrimination and prejudice against hay and straw, localities in 'Official Classification' territory, wherein these commodities are produced, and against producers, shippers, dealers and consumers of such

articles in that section of the country." In accordance with this finding the Interstate Commerce Commission on November 10, 1902, issued an order on the defendant carriers, stating that they were "notified and required to wholly cease and desist on or before the first day of December, 1902, from failing and neglecting to properly classify hay and straw," etc.

This order was entirely disregarded by all the defendant carriers, and the Interstate Commerce Commission brought action against them in the United States Circuit Court for the Northern District of Ohio, before Judge Wing at Cleveland, the Commission thereby becoming the plaintiff against the carriers, the National Hay Association having asked that the decree rendered in its favor by the Commission be made effective. This case was duly heard, and the Court has held it under advisement for many months.

For over four years the carriers have persisted in a practice which an intelligent and unbiased tribunal declared unjust and unreasonable, also an unlawful discrimination against localities, producers, shippers and consumers. If an instance was wanting to prove the necessity for the Interstate

Commerce Commission being clothed with authority to enforce its findings, surely the hay case affords it; and for nearly five years the producers and handlers of hay in "Official Classification" territory have been forced to pay millions of dollars annually to the exacting carriers over and above the rate which has been declared just and reasonable. It may be that the carriers in "Official Classification" territory are a combination in restraint of trade under the terms of the anti-trust act. If not

from a legal view, then they surely violate the spirit of that act, and there should be some way by which the tired public might seek redress.

There are many people interested in rates who do not pay freight, and with those who actually furnish the traffic, are a large part of every community. At every general election they are easily disturbed by economic and financial issues and require of their candidates for office a plain declaration of their principles. If the same method was pursued in regard to transportation questions, it would not be long before Congress would grant the relief demanded and there would be removed the chief sustaining feature of the trusts, which exist mainly because of transportation privileges. Redress through the courts is so tedious that conditions change entirely before it can be obtained; therefore, the people should take these matters in their own hands and see that no man, in any manner subsidized by transportation interests, shall have a seat in national or state legislative bodies.

Baltimore.

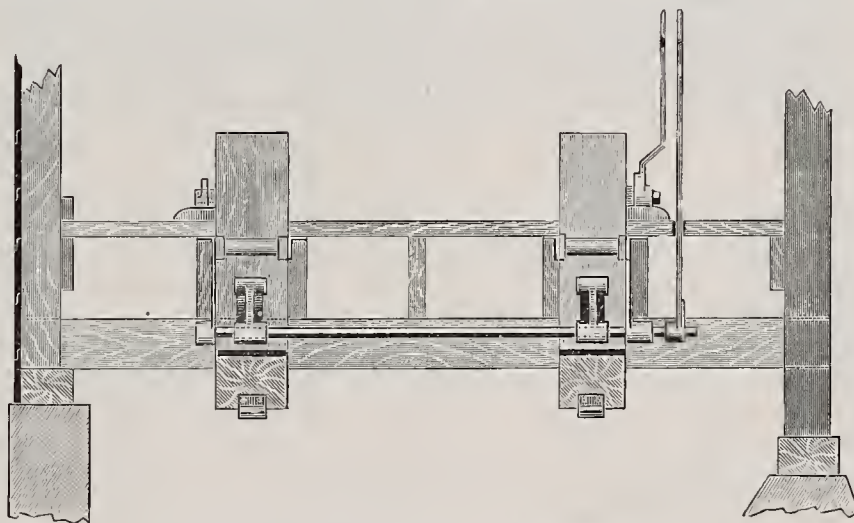
CHARLES ENGLAND.

A NEW SELF-LOCKING GRAIN DUMP.

The claim of the Burrell Manufacturing Company of Bradley, Ill., that there is nothing more essential among the fixtures of an elevator than a good, reliable wagon dump, will hardly be questioned when it is considered that there are more horses damaged by inferior dumps than would buy all the dumps used in one year in the United States. This company has, therefore, designed a self-locking dump, which is not only self-locking but has several other advantages. In the first place, it is operated by a hand lever, which projects above the floor. A square shaft, also, is used, so that there are no keys or set-screws to get loose and cause the full strain to be on one dump-log lock only. By means of the square shaft it is impossible for one log to get out of line with another. Another advantage the manufacturers claim for this dump is that there are only two holes to be drilled in putting in a set of dumps, and these are in the dump-log. The rest is all iron which sets in the floor joist that carries the square shaft, at the same time carrying a roller for the wheel to roll against. This makes the dump work very easily the minute it is unlocked.

Another new feature the manufacturers introduce is the hinge for the door. That is placed at the back of the dump-logs. From the cut it will be noted that this is operated by a lever on either side. At the same time it swings in such a position that any grain that may be on the door will fall into the sink, acting as a stop to prevent the door from going back beyond a certain degree, so that all grain striking the door will be discharged into the sink.

The Burrell Manufacturing Company wishes to announce that it is in a position to furnish either the dump-irons or the door hinge-irons complete, or they will also furnish the complete door with the dump-logs, with all the iron trimmings, as above described. They say they have sold a great number of the dumps, which are giving satisfaction. But the manufacturers' greatest claim is that they can furnish this improved dump-iron,



BURRELL SELF-LOCKING DUMP—END VIEW.

together with door hinge, for less price than the old ordinary dump-irons are furnished for, which seems to be a very interesting fact to anyone contemplating building an elevator or remodeling one. It would, therefore, be advisable for those interested to correspond with the Burrell Manufacturing Company and get special literature and prices on the above dumps.

Aside from the above improved dump the Burrell Manufacturing Company manufactures several new and useful improvements for elevators. One is the self-locking distributing spout with solid cast-iron frame. They also make a boot that has many advantages, and also all styles of elevator buckets. They say they have enjoyed a very nice trade this season from the grain elevators, and that they expect to put on the market from time to time new and useful devices for handling grain.

The U. P. road in Kansas has this season put in a number of passing tracks to facilitate the movement of grain-laden trains.

OHIO GRAIN DEALERS AT COLUMBUS.

A large attendance was present at the fall meeting of the Ohio Grain Dealers' Association, held at the Southern Hotel, Columbus, Ohio, on October 25. Morning and afternoon sessions were held, with an intermission for dinner, which was provided, as has become the custom, by the Columbus dealers.

The salient features of the meeting were the formation of a claim bureau to look after and secure more prompt attention by railroads of the just claims of members for losses in transit, etc.; discussion on more efficient crop report service; measures for keeping the scoop-shoveler consigned to oblivion; and a protest against the proposed new uniform bill of lading. These questions were considered of vital importance by all Ohio dealers, and their ultimate settlement on right lines would result in the improvement of conditions in the trade generally.

President C. H. Tingley of Columbus called the first session to order at 10:30 a. m. and welcomed the dealers to the capital city. He spoke of the social features of the meeting, to perpetuate which the Columbus dealers invited them to be their guests at noonday dinner. If you will sit these sessions out, he said, I am sure that you will know that association work pays. You will have a good report from Secretary McCord, which will show you what we are doing. Do not be a kicker or a knocker, but put your shoulder to the wheel and help along. I believe one of the greatest movements on foot to-day is that bearing on the transportation question, and I hope that every member of this Association will appoint himself a committee of one to help this work along.

Secretary McCord read his report, as follows:

Report of secretary-treasurer for period since June 30, 1904:

The number of regular members at that time was 60
Since the June meeting we have had one accession, Morrisson-Thompson Co. of Kokomo, Ind., operating a line of elevators on the Clover Leaf R. R. in Ohio..... 1

Regular members 61

The status of affiliated membership stands unchanged from last report, to wit:
Miami Valley-Western Ohio 123
Middle Ohio 72
Ohio Millers' and Grain Dealers' Association... 37

Total 293

The arrearages in dues of about 35 members reported at last meeting have no doubt been paid up, and will be reported to the state Association by November 1..... 35

Total membership 328

Condition of treasury:

Receipts—

Balance on hand July 1, 1904.....\$ 39.74
Balance from arbitration committee account 2.00
Membership state Association 5.00
Dues from members state Association..... 77.00
Affiliation dues from Western Ohio Association 17.50

Total receipts\$141.24

Disbursements—

Expense of telegrams, expressage, attendance on local meetings, printing and stationery, postage, stenographer and clerical work 82.19

Balance on hand October 22, 1904.....\$ 59.05

The cost of printing and postage of the proceedings of the 1904 annual meeting, including the separate pamphlet containing Mr. England's paper, was..... 102.50

Which was paid for by the Ohio Grain Dealers' Mutual Fire Insurance Association for its advertisement and matter included in book of proceedings\$60.00
From other outside sources..... 42.00

.....\$102.50

The affiliation dues from the state to the national Association for the period of six months, June 1, 1904, to January 1, 1905, are now due and unpaid. Our affiliated associations will, no doubt, report with their share early in November. The greater portion of the funds now in our treasury will be needed to pay affiliation dues to the national Association for our regular members, and some affiliated members who have paid in ad-

vance. From this statement you will observe that our finances are not in very good shape. We hope, however, that the members, regular and affiliated, will respond promptly to our recent call for dues and place our treasury in shape to meet our obligations.

Ohio Shippers' Association.—At our annual meeting at Put-in-Bay, June 30, we voted to affiliate with the Ohio Shippers' Association, on basis of their terms for affiliated bodies, \$1 membership fee and \$1 per year for annual dues. This matter has been left with the officers of our affiliated associations to consummate; up to this date only 40 affiliated members and one regular member have responded.

The literature placed in your hands by the Ohio Shippers' Association has informed you of the scope of its work and further comment is unnecessary, except to say that the concessions made by the carriers to shippers, under the "Gentlemen's Agreement," also on the uniform bill of lading matter, are worth more to grain shippers alone than all the money expended by that Association up to date.

We trust that our entire membership will embrace the opportunity to aid in the work, by giving it their influence, moral and financial support.

On motion the report was accepted and placed on file.

The question of a Claim Bureau to be established by the Ohio Grain Dealers' Association was brought up by President Tingley, who spoke of the difficulty of getting a claim paid by the railroads.

Further on this topic E. W. Seeds of Columbus read the following resolution:

Whereas, The handling and settlement or rejection of claims made on railroads, transportation lines, telegraph companies, corporations, firms or individuals by members of this Association has proven unsatisfactory;

Resolved, First, That we deem it expedient at this time to establish a claim bureau within this Association, to which any person or firm (members of this Association or its affiliated bodies) may refer for collection or adjustment all or any part of the claims they may now have or hereafter make against railroads, transportation lines, telegraph companies, corporations, firms or individuals.

Resolved, Second, That we hereby order the immediate establishment of said bureau and recommend that the by-laws of this Association be amended in regular form to provide for the appointment of a committee consisting of three members of this Association, whose duty shall be to establish, manage and control said bureau and to formulate rules for its government.

Resolved, Third, That the cost of maintenance of said bureau shall be provided for by assessing two-thirds of the expense of the bureau on the claims handled and one-third from the funds of the Association, the plan of assessment on claims presented to be worked out in detail in an equitable manner by the committee.

Mr. Seeds moved that the resolution be adopted.

Mr. S. H. Grimes of Portsmouth said he was heartily in favor of the movement, and he was surprised that the subject had not been presented years ago. He believed that the railroad companies would welcome the bureau, as it would simplify matters, in that correspondence would be carried on with the bureau only on all claims. He thought claims should be taken at once through the bureau and not through the individual; that members of the organization should get all they could for their money, and that an assessment should be made large enough to cover the expense of the bureau. It should be separate from the Association but affiliated with it, so that a dealer could join the bureau if he wished to and still not be a member of the Association.

Mr. Lamb: I am rather of the opinion that the man who presents a claim should pay the expense of it largely himself.

Mr. McCord said that railroads claimed that there was a lack of uniformity in presenting claims and for that reason they would welcome a bureau from which claims would be presented in a more regular manner.

The resolution was adopted.

Following the adoption of the resolution, and in order to provide for the establishment of the bureau, Mr. Seeds read the following amendment to the constitution and by-laws, which carried:

Section 1 of Article III is hereby amended by adding to and continuing said section with the following words:

"They shall also appoint a committee of three

members from the Association, who shall constitute a "Claim Bureau Committee."

"Said committee shall have the power to formulate rules (subject to approval of the governing board) for the government and operation of said bureau, and shall control and manage the same.

"The committee appointed at this meeting shall serve until the next regular meeting, at which meeting, and annually thereafter, their successors shall be appointed."

Mr. Tingley introduced the subject of gathering more accurate crop statistics. In some sections there was not a statistician along the entire line.

H. S. Grimes said that the reports of Statistician Hyde were about 500 per cent better than they were five years ago. To-day there are forty-two traveling statisticians where four years ago there were but four. The report as gotten in Ohio comes through the Department of Agriculture. He expressed the opinion that statistics by the Association would be a good thing. The farmer was often a little biased through his wish to bull the market, but an elevator man would give a fair report.

Mr. Robinson thought that the regular government reporters should be selected by grain elevator men. If the reporters themselves were from among the grain men it would be best.

A motion made by Mr. Seeds prevailed that the secretary be authorized, with the assistance of the president, to make up a list of grain men in various sections of the state and send to Secretary Miller of the State Board of Agriculture, recommending that he select his reporters from among this list.

President Tingley said it was thought to be of interest that the Ohio Association co-operate with the state experimental stations in scattering useful information broadcast regarding the crops.

Mr. McCord told about what was being done in this line in Iowa and Nebraska and recommended that they secure Mr. Thorne to deliver a lecture on this topic next June.

C. B. Jenkins said that at the request of the State Board of Agriculture he was preparing a list of millers of the state to recommend for crop reporters. Grain men should co-operate with farmers as much as possible in working for better grain and more of it.

It was moved and carried that the Association should not wait until next June, but should get out literature at once on the question of improvement of seed grain and distribute it to farmers.

Secretary McCord read letters from D. W. McMillan, E. A. Grubbs and Clutter & Long, who were unable to be present.

Following a report by Mr. McCord on the success of the Ohio Grain Dealers' Mutual Fire Insurance Association, in which he stated that they had paid out only \$1,500 for losses since the first of the year, an adjournment was taken for luncheon.

AFTERNOON SESSION.

President Tingley called the afternoon session to order at 2:30 p. m. and introduced the subject of the scoop shovel man, who he said had his office in his hat and more than likely his bank account in the same locality. He asked for experiences from dealers as to what was happening in their territory.

Mr. Comstock said that it was a hard thing to down the scoop shoveler. He thought it would be better to take him into the Association, because it was impossible to drive him out of business.

J. S. Dewey thought it would be difficult to get the scoop shoveler to join the Association.

H. G. Morgan, Pittsburg: Naturally the dealers in Pittsburg are in business to make money. There are always people not very well known, often outside or the Board of Trade, who will take shipments from scoop shovelers. On learning some time ago that I was handling the business of a scooper, I at once turned it down, and the account, which was a good one, simply went to another dealer in our city. I am the president of the National Hay Association, and sometimes a man who is regular in the Hay Association would be irregular from the grain man's standpoint. When such a man, who

may be an old customer, sends you a car of grain, it is a hard proposition what you will do about it and a difficult rule to work under. The Pittsburg Exchange does not encourage scoopers' shipments. One of the causes for the falling off in business of the central markets is that Western shippers are going around the receivers and brokers and selling direct to the consumers and dealers.

Mr. Clark of Baltimore, J. A. A. Geidel of Pittsburg, C. G. Watkins of Cleveland and Fred Mayer of Toledo spoke for their respective markets on the question of repudiating scoopers' shipments.

Secretary McCord addressed the convention on the subject of the new bill of lading, which the railroads in the official classification territory contemplated putting into vogue on January 1, 1905. He outlined the bad features of the bill, which the railroads sought to use only because it relieved them from their just responsibility, and also the feature of "non negotiable," which rendered it still more objectionable to the country shipper. The Lake Shore, Big Four and Michigan Central had refused to use the new bill of lading and the American Shippers' Association and Ohio Shippers' Association were working on a new form of contract which it was intended should be fair to all.

The American Shippers' Association assessment of \$25 against the Ohio Shippers' Association was paid by collection taken up by Messrs. Seeds and McAlister. The amount of \$45.26 was raised and turned over to the treasurer.

A poll was taken of membership present of the different local associations to see which should take home the Attendance Trophy. It was found that the Northwest Ohio Grain Dealers' and Millers' Association again had the largest percentage of members present and was awarded the cup.

Mr. Jenkins spoke of the illness of the wife of E. A. Grubbs of Greenville and the fact that Mr. Grubbs for the first time had been unable to attend a meeting. He moved that a vote of sympathy be extended to Mr. Grubbs with the hope of his wife's speedy recovery, and regret that he could not be present at the meeting. The motion carried unanimously.

E. W. Seeds presented the following resolution, which was adopted:

Resolved, That we protest against the note with reference to the common liability of common carriers in the proposed new uniform bill of lading, and insist on its elimination therefrom.

Resolved, That we demand a straight, plain contract which shall fully protect the shipper and receiver as well as the carrier.

L. W. Dewey said that some of the trunk lines refused to have their cars used for shipments over other lines, which often caused shippers inconvenience and expense. He moved that the matter be referred to the Ohio Shippers' Association. Carried.

Mr. McCord moved that the Association convey to the family of Oliver Sullivan, recently deceased, the sympathy and condolences of the Association. Carried.

A business difference between his firm and Dewey Bros. Grain Co. was brought before the Association by Fred Mayer of Toledo. Mr. Mayer wished to arbitrate the difficulty, which Mr. Dewey declined to do on the ground that he had once offered to arbitrate but had now taken the matter before the court. Mr. McCord reserved judgment on the question until he had looked up the by-laws of the Association in connection with the by-laws of the Grain Dealers' National Association.

The meeting then adjourned.

THOSE WHO WERE THERE.

The following terminal markets were represented:

Columbus—C. H. and A. S. Tingley, E. W. Seeds, J. W. McCord, J. P. McAlister, R. F. Miller, A. Felty, C. E. Switzer, Wm. McKnight, E. R. Woodrow, O. Hardman.

Baltimore—R. B. Clark.

Boston—A. S. Heathfield.

Cleveland—C. G. Clark of Union Elevator Co.,

C. S. Watkins, Cleveland Grain Co., H. M. Strauss and F. Abel.

Toledo—E. H. Culver, chief grain inspector; Fred Mayer of J. F. Zahm & Co.; H. L. Goemann of Goemann Grain Co.; W. W. Cummings with J. J. Coon.

Pittsburg—J. A. A. Geidel of Geidel & Co.; R. Thorne of Keil & Thorne; H. G. Morgan of H. G. Morgan & Co.; Philip Geidel of Geidel & Dickson.

Cincinnati—H. H. Hill of the Metzger-Hill Co.

O. S. Garman represented the Huntley Manufacturing Co. of Silver Creek, N. Y., and C. O. Peters the Ohio Grain Dealers' Mutual Fire Insurance Association.

Among the dealers present were the following: W. H. Riddle, Sedalia; Willis Jones, Mt. Sterling; G. W. Stewart, Gallon; W. Hardman, Cable; O. P. Cheney, Canal Winchester; Jos. Walcott, Conover; John Wren, Deunquat; George Leggat, Westville; W. J. Robb, Lewistown; C. C. Johnston, Huntsville; C. H. Paffenbach, Elmore; Fangboner Grain and Seed Co.; Bellvue; H. F. Heffner, Circleville; C. G. Campbell, Atlanta; J. W. Johnston, Baltimore; N. H. Miller, Pleasantville; G. W. Lamb, Hooker; H. H. Dillon, North Lewisburg; G. E. Turner, Bremen; F. T. Hanby, Elmwood; H. O. Barnthouse,

Montezuma; H. E. DuBois, Cincinnati; E. G. Craun, Tiffin; G. N. Perrill, Bowersville; W. H. Hodge, Catawba; John W. Eazell, New Moorefield.

CUMMINGS & LAUGHLIN.

The grain business of Cummings & Laughlin at Beatrice, Neb., was established by M. T. Cummings, senior member of the firm, in 1900 with a scoop shovel and \$1,000 of borrowed money; which goes to show that intention has not a little to do with the real nature of the business. Mr. Cummings was a bona fide buyer, as regular as any elevator owner, and soon built the elevator shown in the engraving. It has storage capacity for 50,000 bushels of grain and 25,000 bushels of seeds.

On September 1 last, Mr. Cummings sold a half interest in his business to W. R. Laughlin, the firm name then becoming Cummings & Laughlin. They do a general receiving, cleaning, sacking and reshipping business in both grain and field seeds, their annual sales reaching about 2,000 cars of grain and 75 of seeds.

Their elevator is a modern house, three years old, and may be said to be remarkable in this, at least, that Mr. Cummings says that if they were



BUILDINGS OF CUMMINGS & LAUGHLIN, BEATRICE, NEB.

Raymond; T. W. Baum, Duvall; Omer Snyder, Fremont City; W. H. Johnston, Larue; Harry W. Cress, Middletown; Robt. R. Coddington, Middletown; H. S. Grimes, Portsmouth; J. T. Robinson, Swanders; R. H. Watson, Old Fort; Myron A. Silver, West Jefferson; M. J. Baker, Monroeville; J. W. Talbott, Crestline; W. R. Sterrett, Cedarville; M. W. Miller, Piqua; Ed. McCue, Pittsburg; J. C. Palmer, Ashland; H. W. Robinson, Green Springs; E. F. Lienhardt, Bellevue; E. M. True, Fort Clinton; E. A. Powers, Genoa; F. C. Hornung, Gibsonburg; Jacob Biebricher, Bellevue; A. F. Frees, Graytown; Ira S. Comstock, Clyde; J. J. Friedley, Attica; J. M. Benfer, Clyde; R. G. Stull, Fremont; Patterson Milling Co., Piketon; Walter D. Snyder, Carey; C. P. Bauman, Canal Winchester; E. W. Armstrong, Monroeville; F. P. Hastings, Cedarville; J. H. Motz, Brice; E. Brown, Morral; R. D. Sly, Clarksfield; F. A. Jenkins, Norwalk; J. P. Barnhouse, Morral; J. E. Pearson, Condit; M. F. Crissman, Manchester; L. W. and J. S. Dewey, Blanchester; J. W. Garretson, Blanchester; W. D. Lewis, Sabina; J. E. Langdon, Wilmington; R. G. Calvert, Selma; Anson Howard, Milford Center; H. Hall, Plain City; O. W. Linkhart, Fort William; R. M. Taylor, Crestline; George R. Curl, Circleville; Burton Cain, Outville; O. P. Lenox, Richmond; S. D. Wyatt, Cardington; E. C. Eikenburg, Camden; W. T. S. Kile, Kileville; S. A. Pool, McComb; Charles Shuler, Hancock; Earl C. Baer, Hicksville; George S. Shaeffer, Dayton; John E. Leas, West Manchester; R. A. Deeds, Lancaster; C. B. Jenkins, Marion; J. E. Murboch, Elyria; J. F. Burnett, Wilmington; C. Rhoneimus, Reesville; J. P. Grundy, Carroll; J. M. Duweese,

rebuilding for their particular line of business they would not change one detail, which cannot be said of many house in use long enough to test their merits as machines, for after all that is what an elevator is to the active working grain dealer.

The firm handles feed and live stock as well as grain and seeds, and doesn't seem to find time to know what "dull times" mean.

RAMSEY LAW DECISION IN NEBRASKA.

In overruling a demurrer in the case of the Farmers' Elevator Association at Virginia, Neb., against the K. C. & N. W. Ry., the Supreme Court of Nebraska has so far sustained the Ramsey act of that state as to direct that the Railway Company shall build a switch track to permit the Elevator Association to make grain shipments from their elevator at Virginia. The Railway Company in its demurrer contended that, as there was already an elevator at the station open for business at all seasons, further accommodations were unnecessary.

The court did not formulate its decision in a formal written opinion. There is, therefore, the question still open whether the law requiring railways to furnish elevator sites ad libitum on their right of way would stand a similar test in this court, the said provision of the law being, of course, tantamount to endowing with the right of eminent domain farmers' companies or others desiring to build grain elevators, and the question naturally arises, where would the extension of this right end?

EASTERN MILLERS COMPLAIN OF DULUTH INSPECTION.

The inspection of grain out of public elevators is always "on the line." Public elevators always mix, and they dilute contract grain down to the uttermost limit the inspectors will allow to pass as contract. Toward the end of last-crop shipments of wheat from head of the lakes to Buffalo, the grading of No. 1 Northern became very lax; and with the opening of the current-crop business it became still worse rather than better, for obvious reasons. The season hardly opened before Buffalo receivers gave notice that they would be compelled to require samples of the grain with certificates of grade, but as this rule did not correct the complaints of tenders of under-grade-weight wheat, the millers of Buffalo and New York state sent a delegation to Minnesota to protest to the Railroad and Warehouse Commission. No. 1 Northern, according to Minnesota grade rules, should weigh not under 57 pounds, yet recent shipments have been so badly diluted that some of the stuff actually weighed nearer 55 than 57 pounds.

The committee from the East consisted of H. W. Davis of the Rochester Milling Co., Geo. Urban Jr. of the Geo. Urban Milling Co., L. H. Meech of the Niagara Falls Milling Company, John Esser of the Banner Milling Company, E. D. Ingraham of Thornton & Chester of Buffalo, and John D. Shanahan, chief inspector of the Buffalo Chamber of Commerce.

The committee visited the Railroad and Warehouse Commission at Minneapolis and then proceeded to Duluth, where their grievances were formulated. Mr. Staples of the Railroad and Warehouse Commission especially took an active interest in the complaints.

The complaints being chiefly as regards the weight of the grain, the method of arriving at the test weight received the major part of the attention. Experts need not be told that the manner of filling the test buckets has a great deal to do with the weight obtained; and it need not be said that at Duluth the grain is thrown into the bucket in a way to get the greatest weight from the grain, whereas at Buffalo the bucket is filled from a funnel so as to get an even flow of grain, and probably an exact test of the weight, which, as was demonstrated at the hearing, the Duluth system would not give, it being by the latter possible to gain as much as a pound or even more by skillful manipulation and handling of the grain.

The Minnesota inspectors made promises, and the Buffaloes returned home.

CALIFORNIA'S WHEAT PROBLEM.

The agitation in California, inaugurated some time ago by the California State Board of Trade, having as its object the improvement of the character of the wheat of that state, now rapidly losing its value as a milling grain, has resulted in much good thus far, in interesting persons and bodies of men who are in a position to favorably influence the wheat grower, upon whom the real burden of the problem of improvement must fall. At its recent quarterly meeting at Woodland, the Sacramento Valley Development Association took up the proposition of Prof. G. W. Shaw, which would commit that Association to this work. Prof. Shaw stated the problem very clearly by pointing out that a large volume of wheat is now annually imported by California to blend for strength with the native wheat, and explained in general terms what is necessary in the way of preliminary experimental work at the agricultural stations before the real work of wheat improvement can begin in a practical way on an extensive scale on the ranches.

The Association took Prof. Shaw at his word, and pledged its moral and financial aid to his work, this pledge carrying with it the gift of \$1,000 annually for four years and a promise to use all honorable means to secure an annual appropria-

tion of \$6,000 from the state treasury to aid in carrying on the experimental work.

Since this event a meeting has been held at San Francisco under the management of a committee appointed by the California State Board of Trade, including N. P. Chipman, Professor Shaw, Mr. Hogg of the Sperry Flour Company, Arthur R. Briggs and T. C. Friedlander, who had previously taken some testimony on the subject matter, which was presented in proper form to representative millers, bankers and others interested in grain improvement, as another means of gaining moral support for a petition for aid to the Legislature.

CORN IN DISTILLING.

The simple-minded mountaineer who works his little still in the fastness of the mountains and turns out "moonshine" whisky in defiance of Uncle Sam and his excise laws, uses the same material as does the great commercial distillery. In both cases corn is the principal material used, although in commercial distilling varying proportions of barley and rye are used to secure special flavor.

The high-proof spirits, 190 and 192, are devoid of flavor, and for this purpose corn is exclusively used in this country, it being the cheapest material. A small proportion of barley malt is necessary to furnish the diastase to convert the starch of the corn into maltose, or fermentable sugar. Ground barley malt is also used in the propagation of the yeast culture.

The corn is first cleaned in a receiving separator of the ordinary type, then passed to the elevator. From the elevator the corn goes to the first break rolls in the mill. At this point there is a difference in the process according to the products desired. In a plant producing corn oil and press cake feed as by-products, the corn goes from the first break rolls to steam-heated driers which harden the starch and toughen the germ. The product then passes through degerminators which separate the starch from the germ and hull. The germ is heated in oil cookers, and the oil extracted by presses in the usual way, the press cake being ground for cattle feed.

The starch after being separated from the germ and hull is reground and the meal is ready for the mash. Where corn oil is not manufactured, the germ is ground with the starch and all goes to the mash. Barley is also milled, the proportion of corn and barley meal being about 10 to 1. This mixture is mashed in the cookers and the product is known as "wort." This is passed to the sump, rapidly cooled, and pumped to the fermenting tanks.

Here the brewer's yeast is added and the saccharine matter, or maltose, which composes from 15 to 20 per cent of the mash, is converted into alcohol. One bushel of corn produces 4.75 gallons of proof spirits. The fermented "wort" then goes to the beer sump and is pumped to the beer still. The volatile product of distillation is known as the highwines, and is often 140 proof, 200 proof being absolute alcohol.

The refuse, or slop from the still, is used for cattle feed, and either flows directly to the cattle sheds or else is converted into dry feed in a separate building known as the feed house. Here the water is pressed out, and the feed dried in direct fired revolving cylinders.

IMPORTANT RAILWAY RULING

The editor is indebted to Daniel McCaffrey's Sons Co. of Pittsburg for a copy of the following reference to an important new ruling of the Pennsylvania Company, with their suggestion to shippers under the circumstances:

"The Pennsylvania Company Lines positively refuse to deliver cars to consignees without the surrender of the original bill of lading, either on straight or order shipments. We would therefore urge shippers to get these papers into our hands at the earliest possible moment.

"Do not delay, but get them into the first mail. The railroads are bringing shipments forward now

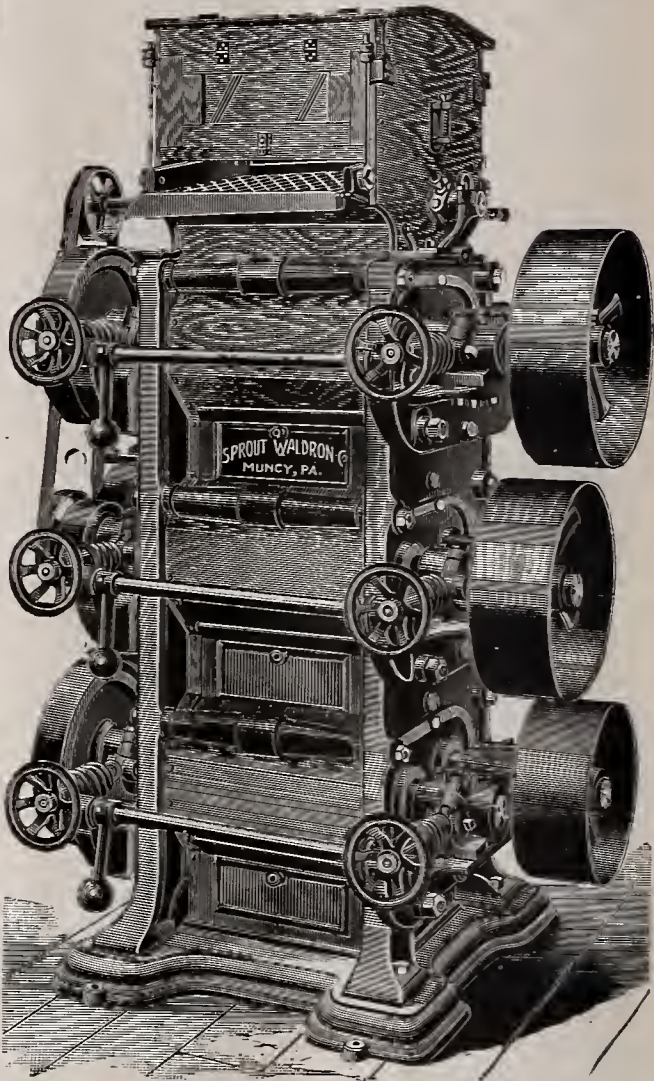
speedily, and it is not unusual for the goods to arrive before the papers.

"Attention to this matter will save you switching and demurrage."

MONARCH SIX-ROLL CORN AND FEED MILL.

Sprout, Waldron & Co. of Muncy, Pa., have just added to their lines of machinery by the purchase of the six-roll corn and feed mill formerly made by the Dawson Manufacturing Company of Jackson, Mich., and recently controlled by James Dawson of the Rochester Roll Grinding and Corrugating Company of Rochester, N. Y.

The mill is shown in the accompanying illustration. It is made in three sizes, with 18, 24 and 30 inch rolls, each 9 inches in diameter. It grinds corn, corn and oats mixed, or any form of meal,



MONARCH SIX-ROLL CORN AND FEED MILL.

and does its work either coarsely or finely, as desired.

All the rolls in each mill are of the same size and have the same adjustments. Each pair may be thrown apart by the touch of a lever. It is not necessary to dismantle the machine to remove them, as they may be taken out at either side by the removal of the panel. In the same way all parts of the machine are easily accessible and interchangeable. The tramming of the rolls is accomplished by adjusting either end of the bridge-tree. With a little care an absolutely perfect adjustment can be secured by this system. The rolls are each secured rigidly in place by the tightening of a screw. The bridge-tree may then be firmly clamped to the side of the machine with a jamb-nut. This insures perfect uniformity in grinding at all times.

The position of the drive is entirely optional and can be arranged to operate from either side. The operator can reverse it at any time, if thought to be more convenient. This often means very much when changing the position of the machine. Differential motion may be imparted to the slow rolls by the use of gearing or belts.

A great many of these mills are in operation throughout the country, and they have a reputation for giving good service, while their simplicity and durability make the cost a moderate one.

VENTILATION OF CORN IN TRANSIT.

[From Report 75, U. S. Department of Agriculture, on "Indian Corn in Argentina: Production and Export," by Frank W. Bicknell, special agent.]

Of one thing, the official of the agricultural department who have studied the problem are quite certain—that ventilation of a cargo of corn during the voyage is a very great error. This is the chief point of discussion among those interested in the grain trade, but the great majority of evidence, opinion and practice is now against ventilation, as far as shipments from Argentina are concerned. Concerning the risks of the voyage, Senor Don Ronaldo Tidblom, chief of the Division of Agriculture and Animal Industry in the Argentine Department of Agriculture, has given me the following statement:

For what is called "ventilation" during the sea voyage it is customary to introduce damp sea air into the ship's hold, and, indeed, if such "reasonable precautions" are omitted, the shipowner is liable to damages for the heating of a cargo; although it is really absurd to think that there is any really effectual ventilation of a mass of grain, unless an elaborate system of pipes be provided for forcing air into every part of the holds, and practically this is impossible with bagged cereals when the spaces between the bags are filled with loose grain for better storage.

The state of the weather during the time of shipment is of great importance; because grain coming from the interior may absorb considerable moisture while waiting in railway cars or lying in the open holds of a steamer for some weeks at various river ports during a spell of damp weather. It is difficult to see how this can be avoided when steamers collect cargo at up-river ports, or wait for cars, because of the intense dampness of many days and of nearly all early mornings during the winter.

The absorption of moisture could be greatly avoided if all cars, on arrival, were discharged into closed warehouses, from which grain could be loaded with great dispatch by means of covered chutes, and the injurious effects of moisture would not have to be feared if the grain were kiln-dried before loading. Unfortunately, these closed warehouses and kilns have yet to be built.

Under the present conditions, after maize has collected moisture, perhaps for weeks, at the seaboard the steamer proceeds to tropical seas, where not only is the action of the sun upon the iron decks very severe, but also the water is hot and the air exceedingly damp. The hatches are removed occasionally and the ventilators are at work day and night pouring in fresh damp air. The idea is that "heated air will escape in the form of injurious gases," but what really happens is that it is replaced by air containing oxygen, which assists in fermentation, just as fresh air assists in combustion in a furnace. If the holds were closed the air would soon be exhausted of oxygen and the process of fermentation would be correspondingly reduced.

It must also be borne in mind that heat alone will not injure maize and that a moderate amount of heat will evaporate a sufficient amount of moisture from a cargo during the voyage to improve it considerably if there has not been active fermentation. It is remarkable that Argentine maize carried in bunker holds, where it is subjected to moderate heat during the voyage, usually arrives in better order than the rest of the cargo. On the other hand, that part of a cargo which is under the direct action of the ventilating shafts is always in the worst condition. It is, therefore, not surprising that even good maize often fails to stand the ordeal of an extended ocean voyage, more particularly as it is shipped in cold weather and discharged in hot, or vice versa.

A great majority of shippers whose views were obtained and whose practices were observed were opposed to ventilation. There appears to be a modification of the ironclad rule of shipowners requiring ventilation, as stated by Senor Tidblom; since much corn is shipped with strict orders not to open the hatches, which are sealed as tightly as possible. The English firm in Rosario, referred to previously, sends all its cargoes that way.

The most thorough study of the question of handling corn that has been made in Argentina was that of Mr. William Goodwin, F. R. G. S., now retired and living in England. He was a little more than two years ago one of the leading grain exporters, and at the same time inspected grain and hay for shipment by others to Europe. He had a very large clientage in Europe and England and his certificates and opinions were received as authority. Having lived for many years in Argentina

he had excellent opportunities for observation and study, which he used with good results. Mr. Goodwin has written numerous letters and circulars to the grain trade giving his experience and opinions about the best means of shipping corn to avoid loss by heating on the voyage. He has gone to the root of the trouble—the bad system of cultivation—and in a formal article in the official bulletin of the Argentine Department of Agriculture he gives much good advice to corn raisers in Argentina. One of their worst mistakes, he says, is in planting more than they can properly care for or harvest. They begin gathering too early, before there is any frost to perfect ripening, and later are unable to get help to gather in best months. The husking is carelessly done, often on rainy days and early in the morning when it is wet, and wet husks and dirt are taken with it. Farmers are advised to undertake no more than 110 to 130 acres to a family and work it better.

Often it is impossible to fill a ship with a good quality of corn, and at last the cargo is completed with grain that should never have gone in. Probably the ship has been waiting for many days, badly and slowly loaded, with open hatches in wet weather. She may be overloaded at Rosario and have to wait a week or more for high water to cross the bar at Martin Garcia, just above Buenos Aires. In this way the cargo is given every opportunity to absorb moisture before sailing. This generally results in heavy losses at the point of destination.

Mr. Goodwin is quite sure that if ripe Argentine corn is shelled in dry weather and loaded promptly on a ship sailing at once, with the hatches tightly closed during the entire voyage, there will be no trouble at destination. He says it is "not only richer in food constituents, but of much better carrying nature than either North American or Danubian maize." Shipments must be made from Argentina before summer, because in the intense heat the "maize fly," or "palomita," and various micro-organisms develop. Besides, the wheat crop is then demanding the attention of the farmers, and wool shipments are at their height.

Under date of March 10, 1901, Mr. Goodwin, in a circular to the grain trade, expressed the following opinions concerning the shipment of corn and ventilation on board:

A seed grain must be considered as a living entity, composed of minute cells, although its activity of life can be suspended for a long time under certain conditions; and we must study the most practical and economical method of providing those conditions.

It may be roughly said that moisture, air (oxygen), and sufficient heat are necessary for animal or vegetable life, including micro-organisms, and that the active life of a seed can be suspended for a time if any one of the three be withheld.

Of course the best thing to do with grain is to make it really dry and keep it so; but apart from the difficulty of this work in damp weather, on farms or in ordinary warehouses, it must be remembered that grain, especially maize, absorbs moisture from the atmosphere, and also that somebody loses money when grain loses weight. Furthermore, there is a point beyond which drying is unnecessary for the after-processes of milling, etc.; and it may be more economical to exclude the second factor, air.

At this point we come to consider the reasons for what is called ventilation on board ship and to note that when grain is thoroughly exposed to air it does not suffer from an excess of heat, as for instance, when in thin layers on a warehouse floor, or when bags are stowed in open order, and in that way it is protected from fermentation, but not from moldiness.

The ventilation in a steamer's hold has a very local and partial effect on the entire mass of grain, and was designed for letting out gases, being advisable for coal cargoes, but without any scientific reason for grain cargoes; and cargo surveyors say that the greatest amount of damage is to be found within range of the ventilators, the least being at the bottom of the hold where there is least access of air, of course always supposing the grain to be of similar quality and condition. In fact, it may be said that ventilation, if thorough, is effective, but if partial is very dangerous.

In another and subsequent article of an official character, Mr. Goodwin said: "It is dangerous to trust ventilation to anyone but an expert. It is easy to let out heated, expanded air, but if cold, damp air is admitted it will increase the fermenta-

tion. If a competent person was in charge, possibly a little ventilation during hot and dry weather might be good, but as a rule it is to be guarded against.

Heat, the third factor, may come from the sun, but on board ship may be the result of some grains germinating, or else it comes from direct fermentation. The heat generated in brewers' vats is well known, and Pasteur demonstrated that it is microbial action, but we do not always consider that the mechanical action of a growing seed develops a considerable amount of heat, and this heat may, in a grain cargo, cause fermentation.

The investigation of what is called heating of grain is complicated early in the season by what is called "sweating," a natural process happening at uncertain periods, which has so far not been scientifically explained. We know from experience that grain is improved by sweating and loses moisture, so that fresh grain may sweat on board ship and yet arrive in good order; also, that it should not be disturbed during the process, but it is sometimes difficult in practice to distinguish from fermentation, and further information is badly wanted.

In another circular Mr. Goodwin said:

Ventilation (before shipping) is especially necessary for the removal of the fluff and the mealy dust which comes from the point of the maize grains, which cannot be properly removed at the time of shelling and causes much of the heating afterwards. A few frosts are always to be counted on to kill the plants, but there is nothing answering to the winters of the United States, although during October and November the weather is almost always suitable for shipments, and by that time the grain has become dry. With December, however, comes wheat harvest and also considerable heat, which develops weevils and maize fly and prevents the carrying over of grain to another year; so that under the present conditions of the trade there are only some three months of entirely good weather for shipping an export surplus that may any year amount to 2,000,000 tons.

ANTISEPTIC GRAIN STORAGE.

In September, 1900, Mr. Goodwin published the following letter in London advocating the shipment of corn in chambers sterilized with carbonic acid gas:

Business men are sometimes slow in making practical use of scientific discoveries, and although a large quantity of grain, and especially Argentine maize, that is shipped in apparently good condition, arrives in Europe heated and decayed, the real cause of this trouble does not seem to be studied according to the lights of modern science, nor is the fact that Indian peasants can keep their grain for many years in underground pits appreciated properly.

Some twenty-five years ago Pasteur demonstrated that fermentation does not result from the generation of gases, but from the action of living microbial organisms, and it is now known to bacteriologists that some 95 per cent of the germs which cause fermentation in grain require oxygen as well as a certain amount of heat and moisture for their development. It is also known that under favorable conditions their rate of increase is prodigious.

The vitality of these germs can be suspended by a sufficiently low temperature, as is done in refrigerator chambers for fresh meat; and although it is impracticable to apply cold storage to cargoes of grain it should be easy to sterilize the air in the holds of a steamer sufficiently to retard fermentation without causing any injury to the grain or to the crew, if suitable precautions are taken. On the other hand, what is called "ventilation" of the holds is surely a grave error if Pasteur is right, and must assist fermentation just as the admission of fresh air assists combustion in a furnace.

It is interesting to note the arrival last week in London, free from weevils and in perfect condition, of a cargo of Argentine maize which appears to have been treated antiseptically, and this has occurred at a time when all other Argentine maize cargoes are arriving in bad order and when claims for damage during the voyage have been settled for some £12,000 (\$60,000) in one week.

Attention has been called to this cargo because a grain sampler, who, without permission, removed the hatches of one of the holds and went down, became insensible and died forty-eight hours afterward from the effects of inhaling carbonic acid gas. Evidence was given at the inquest to the effect that the maize had been sprinkled during shipment with some chemical preparation, and that the holds had been kept closed during the voyage. A verdict of accidental death was given, but the jury censured the shippers for using chemicals and the captain of the steamer for having allowed them to do so, and also for having neglected to ventilate the cargo; a verdict that may have unpleasant after consequences, because of precedents established by the rulings of judges.

About three years ago the owners of the steamship Belasco were condemned to heavy damages be-

cause some of the hatches and ventilators were closed during the voyage, and many steamship owners immediately gave their captains notice that they must be able to prove that ventilation had been provided and used, notwithstanding any instructions to the contrary on the part of shippers of the cargo.

Chemists say that inexpensive compositions of a perfectly harmless nature in their after-effects on human food can be used to sterilize an air chamber—that is, either to consume or drive out the oxygen contained in atmospheric air—and that their application to the holds of a steamer or to suitable warehouse silos would only need reasonable precautions; but it is very desirable that some joint action be taken by grain trade and steamship associations, not only to arrange for a careful study of the entire subject in order to ascertain what methods are safe and efficacious, but also to protect, as far as possible, from unfair legal penalties shippers and others who make the necessary experiments; because when juries or arbitrators have to decide on cases of death by misadventure or damage to produce there is always a tendency to deal harshly with any departure from old methods.

The logical sequence of Pasteur's discovery should be a radical change in the method of storing grain, and, indeed, nearly all other food products, and it would appear that the air in storage chambers, at sea or on land, can be more economically sterilized with carbonic acid gas than by any refrigerating process. The subject being of national importance calls for proper investigation.

REPAIRING A CYLINDER JACKET.

Now that the season of frost has returned, all users of water-cooled gasoline engines should begin at once to drain cylinder jackets as soon as the engine is shut down as a precaution against freezing. The best rule to follow is to draw the water off from the cylinder about five minutes before shutting the engine down, so that the heat from the last few minutes' run will thoroughly dry the jacket space. Then always start the engine before turning on the water, but do this immediately after the engine is started and before it gets very hot.

But those who are unfortunate enough to be forgetful of this and to have a cylinder jacket cracked by frost may find consolation in the thought that it is only in very rare instances that the damage is as serious as it at first appears, says the Threshermen's Review. It is very rare that anything more than a patch is necessary, and any machinist, boilermaker or blacksmith of ordinary ability can put on a patch that will make the engine as good as ever, so far as running quality is concerned. It is, indeed, a rare thing that a freeze-up will cause the cylinder proper to crack, and consequently there is no damage to the interior of the cylinder. In fact, the owner of the engine, if he has the proper tools, can put on a patch that will answer the purpose. A small sized drill for drilling a row of little holes on each side of the crack about an inch from it, and a tap to thread these holes, some round or flat headed screws to fit, a sheet-iron plate, a screwdriver, a hammer, some asbestos wicking and sheet asbestos, a little white lead and a cold chisel are the articles and tools necessary.

First, cut a little V-shaped crease with the cold chisel along the crack from one end to the other. Then shape the sheet-iron plate so that it will cover the entire crack and extend about one inch on each side of the crack and an inch beyond each end, and bend it so that it will fit the shape of the outer surface of the cylinder. Now drill a row of small holes large enough to admit the screws about an inch apart all around the edge of the plate, then place it directly over the crack and drill corresponding holes in the jacket or cylinder wall, a size smaller than those in the plate, and thread with the tap.

Now put some white lead paste in the V-shaped crease over the crack and saturate some of the asbestos wick, just a small, thin strand of it, with the white lead and place it directly in or over the crease the entire length and a little beyond the ends of the crack. Cut a piece of sheet asbestos the size of the plate inside of the holes

and place this, first soaked in salt water, over the wick and crease and fasten the plate firmly down onto it with the screws. Before doing this, however, all the paint should be cleaned or scraped off the cylinder to the full size of the patch. After putting on the patch in this manner it may be dressed smooth with a file and let stand a day or two before using the engine. As a rule this makes a very effective and satisfactory repair.

DEMURRAGE AND CAR SHORTAGE.

I notice an article in the "American Elevator and Grain Trade" by W. T. Cornelison, Peoria, Ill., who states that in his opinion it would be unjust to ask the railway companies to pay demurrage for neglecting to furnish cars to the shipper when ordered, and gives as his reason that it is often utterly impossible for them to furnish the cars.

As secretary and treasurer of the Michigan Grain Dealers' Association, I don't agree with the gentleman as to its being impossible for railway companies to furnish cars, for the reason that car shortage is due, in most cases, to railway companies not making prompt delivery. For instance, if, on a basis of 50 miles every 24 hours (which certainly is very reasonable), a car should reach its destination in from two to five days, instead of two weeks to two months, other shippers would have the use of that car over and above the necessary time for making delivery, and when you take into consideration that thousands of cars are unnecessarily delayed in transit, every day, not only in Michigan but in every state, it shows conclusively that the fault is not due to car shortage, but to unnecessary delay.

I know of an instance where a party placed an order for cars at different times, until his order amounted to fifty, and one morning he awoke to find forty-seven cars on his track. He succeeded in getting them all loaded out in the time limit except one, on which he paid a demurrage of \$2, and after it was loaded and billed out, it stood on his track thirteen days, keeping some other shipper out of the use of that car during all that time. And it is so with thousands of cars every day.

Now, I believe a law can be passed in every state compelling railway companies to furnish cars or pay the same demurrage that they charge the shipper, and, too, compel them to forward cars not less than fifty miles every 24 hours or pay the shipper a demurrage of \$1 per day for each day's delay, on above basis, over the necessary time to make delivery. This law was passed in Virginia and sustained by the Supreme Court and went into effect May 14, 1904. What Virginia has done, every state can do. It is just a question of all shippers joining their state associations and working together with that end in view. Get the right men in your legislatures and you will get the right service from railway companies.—Secretary M. G. Ewer in Michigan Association Circular.

OUT IN WESTERN KANSAS.

Less than five decades ago that portion of Kansas lying west of the sixth principal meridian was known as a part of the "Great American Desert." The suggestion of its ever becoming agriculturally productive enough to sustain even the few reckless frontiersmen who might cast their lot there was jeered by the short-sighted wisecracks of the East. Horace Greeley, in his famous advice to young men to leave the overcrowded cities of the East and "go West," tabooed this region, now so productive of wealth, writes F. D. Coburn, secretary of the Kansas Department of Agriculture. If it is human to err, that such eastern forecasters were intensely human is borne out by official statistics, thus:

The winter wheat yield of 1903 in the section indicated was 73,739,719 bushels, or 79 per cent of the entire state's world-beating yield, and 18.4 per cent of the total yield of all the United States. In other words, this "semi-arid" fraction of Kansas

produced in a single year 1,035,060 bushels more winter wheat than the combined winter wheat crops of Maine, Vermont, New York, New Jersey, Delaware, Virginia, West Virginia, North and South Dakota, North and South Carolina, Georgia, Alabama, Mississippi, Arkansas, Tennessee, Kentucky, Wisconsin, Minnesota, Iowa, Idaho, Washington, Oregon, Indian Territory, Montana, Wyoming, Colorado, New Mexico, Arizona, Utah and Nevada; or 2,617,573 bushels more than Missouri, Nebraska, Maryland and Indian Territory; 4,870,234 bushels more than Ohio, Indiana and Illinois; three times as much as Oklahoma; twice as much as Nebraska, and nearly three times as much as Pennsylvania. In addition to its other crops, live stock, poultry and eggs and dairy products, this same fraction of Kansas in 1903 produced, too, 56,991,846 bushels of corn of good merchantable quality, or almost 40 per cent of the state's yield.

QUEER SUITS.

As a matter of curious interest only to the grain trade, the announcement of the daily papers of Chicago is repeated here, that Chas. E. Erby, as trustee for Henry B. Smith, flour merchant, bankrupt, has begun suits against twenty-seven firms and individuals, members of the Chicago Board of Trade, to recover sums of money aggregating \$1,640,000, alleged to have been lost by said Henry B. Smith in speculation, the sum named being three times the sum alleged to have actually been lost, and the end is not yet, for Mr. Erby's attorney declares there are still others "on the list."

Two of the suits are for \$100,000 each, one against Bartlett, Frazier & Carrington, and the other against the Calumet Grain and Elevator Company. The other brokers and the amounts asked are as follows: Sickels, Roberts & Co., \$90,000; Requa Bros., \$90,000; Montague & Co., \$85,000; Ora G. Kellogg, \$85,000; Bridge & Leonard, \$80,000; Ware & Leland and Charles W. Lee, \$75,000; Gillick, Simons & Co., \$75,000; A. W. Booth & Co., \$70,000; Joseph Fahey, \$65,000; Edmund W. Syer, \$65,000; Ware & Leland, \$60,000; Thomas H. Seymour, \$65,000; James E. Bennett, \$60,000; Wrenn, Calkins & Egan, \$50,000; Browning & Pringle and James Rankin, \$50,000; Lindman & Schreiner, \$50,000; J. Simons & Co., \$40,000; Milmine, Bodman & Co., two of \$40,000 each; Farnum, Sickel & Co., \$40,000; Charles A. Stern & Co., \$35,000; Browning & Pringle, \$30,000; A. J. White, \$30,000; Charles S. Bridge, \$25,000; Harry Scull, \$20,000; Finley Barrell & Co., \$10,000; George H. Sidwell & Co., \$5,000.

The suits are more interesting in prospect than really important. Many of the brokers interested deny having had dealing with Mr. Smith to any considerable amount, while some deny executing any orders for him.

On November 2 the brokers named held a meeting and appointed a committee of three to look after their joint interests.

Meantime Mr. Smith, who disappeared on September 12 last and cannot be found, is charged by J. D. Woley, counsel for the First National Bank, with having obtained money from that institution to the amount of \$11,000 to \$15,000 by means of manipulated bills of lading, used as collateral. Mr. Smith a few years ago was a flour exporter, doing a large business, and was a rich man.

EASTERN STRAW FAMINE.

A repetition of last year's straw prices seems imminent in Atlantic Coast cities, and horse owners who from January to June last year were using rye straw in their stables at \$23 to \$30 per ton, are now paying about as much, with a prospect of paying still more. The season was not at all propitious for rye straw, the crop of which was even shorter than that of 1903, without, however, hoping to find relief, as they did early in the year, in supplies from Belgium and France, owing to the government's embargo on imports.

WILL WE IMPORT RUSSIAN WHEAT?

Offers of Russian wheat have been made from time to time since it became certain that our spring wheat crop would be deficient; but the first sign that such offers might be accepted came in a letter from Warner Moore & Co., of the Dunlop Flouring Mills of Richmond, Va., who wrote the Journal of Commerce of New York of October 26 as follows:

It may be of interest to your readers to know that it is quite probable that we may be in a position to grind Russian and Black Sea wheat. We were offered on Saturday a superb quality of wheat at \$1.05 per bushel c. i. f. Newport News. This, with duty paid, would cost us \$1.30, as against \$1.26 to \$1.30 asked by domestic shippers of No. 2 red winter wheat, which has a milling value of at least 5 cents per bushel under that of the foreign wheat. The foreign wheat is really beautiful, tests 63 pounds to the bushel, is clear and plump and of rich color. The chances are that this year the imports of foreign wheat will be as great, if not greater, than our entire export of wheat and flour.

Even for milling for domestic business, this wheat would be possible on terms named by Messrs. Moore & Co., and quite so if milled for export with the drawback of 1 per cent of the duty. One curious feature of the situation, by the by, would be, for the first time, American interest in "Black Sea contracts," which for these many years have been the bête noir of English millers. The disposition of Russian exporters to adulterate their grain with sand and gravel, as well as screenings, has long been a "misery" to English and Continental importers, which is still without a solution or an efficient remedy, thanks to the inertia of the Corn Exchange of Liverpool, which has hitherto neglected or refused to aid British millers in enforcing penalties for dishonesty in shipments. No doubt, should Russian wheat come this way, American exporters would not wholly escape, "beautiful" as the Russian samples look in advance.

C. N. RY. CLEANING GRAIN.

The new cleaning and drying house of the Canadian Northern Railway at Port Arthur, Ont., is now in operation, and in addition to the handling of no-grade grain arriving at the lake front over its own rails, is receiving damaged grain for treatment from the Canadian Pacific, whose cleaning plant at Port Arthur, known as "King's," has been disabled.

Under the grain act, public terminal elevators cannot receive for storage grain inspected out of condition; nevertheless, on October 17, Traffic Manager G. H. Shaw of the C. N. Ry. gave notice that his company would receive at the Port Arthur Elevator Nos. 1, 2 and 3 Northern tough wheat, and hold it in storage without cleaning or drying until close of navigation, at which date it would have to be removed.

This is a concession which a month previous the road had absolutely refused to grant at all, and which only fifteen days previously had been limited to fifteen days' storage.

The facilities for cleaning and conditioning grain at this house are complete and perfect in appointments, but the "knocker" press of the territory has already begun its attacks upon the management, as indicated by the following from a Winnipeg paper:

A car of wheat inspected at Winnipeg, "No-grade No. 1 Northern tough," was salable at time of inspection for 3½ cents under the regular 1 Northern grade. Say No. 1 Northern was that day selling at \$1.00, the no-grade was worth 96½ cents. The Canadian Northern Railway Company insisted on drying this car; the charge for drying was 1½ cents a bushel and the shrinkage by the drying process 5 per cent, equal to 4½ cents per bushel, the value of the wheat after drying was 2 cents less than the straight grade, or, on the basis of \$1.00 for No. 1 Northern the dried would sell at 98 cents. Added to the above is the loss of freight on 55 bushels of shrinkage, a full 5 cents per bushel all round to the owner because of the arbitrary action of the Canadian Northern Railway in the drying of the wheat, the company taking this

stand entirely on the ground (as stated by Mr. G. H. Shaw, their traffic manager) of having installed an expensive drying plant and intending it shall earn some money. The fact that this stand means a loss to the farmer of 5 or 6 cents is a matter of no consideration to the Canadian Northern Railway Company, apparently.

Do the "knockers" expect the C. N. Ry. to make good all the loss by shrinkage in cleaning and drying? It would seem so.

MANITOBA'S ELEVATOR CAPACITY.

The chief inspector of Manitoba has filed with the Trade and Commerce Department at Ottawa a comparative statement, showing the number of licensed elevators and warehouses, with the capacity of each, in his district, for the years 1902-3 and 1903-4.

In 1902-03 there were 822 elevators and warehouses, with a total capacity of 30,356,440 bushels. In 1903-04 there were 982 elevators and warehouses, with a capacity of 41,186,000 bushels. The elevators increased by 178 and the warehouses decreased by 18. There was a gain in capacity of 10,829,560 bushels.

In Manitoba the Canadian Northern in 1903-04 had 37 more elevators than it had in 1902-03 and 7 less warehouses. The C. P. R. had 56 more elevators and 6 less warehouses.

In the Northwest Territories the C. P. R. have increased the elevators by 85, but have 5 less warehouses.

The elevators of both the railways in question at Ontario terminals remain the same, viz., 5 C. P. R., 1 Canadian Northern.

THE RICE PROBLEM.

The rate of toll for milling rice has been reduced by the Louisiana-Texas rice millers to 25 cents per barrel of 162 pounds, and the Texas Railroad Commission also has reduced the freight on the same cereal to Texas points. The rice-growing industry has been growing rather more rapidly than consumption, and as the mill charges have not been recently readjusted by the mills outside of New Orleans, the growers have been complaining of making no profit.

The mill charges, as a Houston writer explains, are or have been almost uniformly 40 cents per barrel of 162 pounds of rough rice. Under the milling arrangement the producer gets the head rice, the fancy and simple, the screenings and brewers' rice. In addition to the 40 cents milling charges the mills take the by-products, consisting of polish, bran and chaff. The value of these products, added to the 40 cents charges, make the receipts for milling approximately 55 cents a barrel. The mills take one sack in which rough rice is received at 5 cents each, and charge for pockets, into which cleaned rice is put, 8 cents each, being a total loss to the producer of 3 cents a sack. In addition to these charges, if the mill sells the rice, it charges insurance, commissions and brokerage, which vary. Some of the mills charge 2½ per cent gross and others 3½ per cent net. The cost of insurance varies according to the time the rice is left in the mill. In lieu of this percentage, some of the mills charge for insurance, brokerage and commissions a flat rate of 20 cents per sack. Where this latter plan is adopted, it costs the farmers all told about 80 cents a barrel to have their rice cleaned and sold. Where the percentage basis is adopted it costs from 70 to 80 cents, according to the price for which the product sells. Where a farmer rents land at one-fifth for water and one-fifth for the land, if he handles the crop economically, he ought to produce rice in the sack at a cost of \$1.25. Without the strictest economy, the crop will cost about \$1.50 a sack. There can be no money made by the farmer, unless he can get net at least \$2 per barrel for the rough rice, after paying all mill charges and all other marketing expenses."

Under the new arrangement the mills will handle the rice at 30 cents per barrel; or those who do

not like that arrangement will buy the crop outright, a plan some mills have pursued with satisfactory results for several years. The toll system is very unsatisfactory to the growers for the reason that this system of selling has broken the market and bids fair to ruin the future of the rice farmers. The mills that mill on toll are directly interested in the rice only to the extent of their toll and storage, and while they may desire to do as well by their clients as possible, they can sell a pocket of clean rice as low as the amount of the toll only to make themselves whole. The result has been that these mills have constantly lowered the price at a rate that almost looks like a competition to see who will sell the lowest, and thus have controlled the market by making it low, at the growers' expense. The only remedy for this kind of bearing the market is for the grower to sell his rice in the rough and force the mills to look after the profit on the cleaned rice, as the northern farmer does his corn, oats, stock, etc.

East Dubuque the other day unloaded a car of oats that weighed out 2,426 bushels.

A Kansas City firm on October 13 received a car of new corn from Sedgwick County, Kansas, the first of the new crop to reach that market. It graded No. 3 mixed.

Daniel Byrne & Co. on October 20 received via M. K. & T. Ry. from Jameson & Baxter, Broken Arrow, I. T., a car of corn, crop 1904, which graded No. 2 and which they sold at 53c, delivered East St. Louis.

Wheat sack sales this season by the San Quentin Prison, California, amounted to 2,000,000 sacks, which brought \$113,265.72. There was a large surplus left unsold, owing to short crops and cheaper Calcutta stock on the general market.

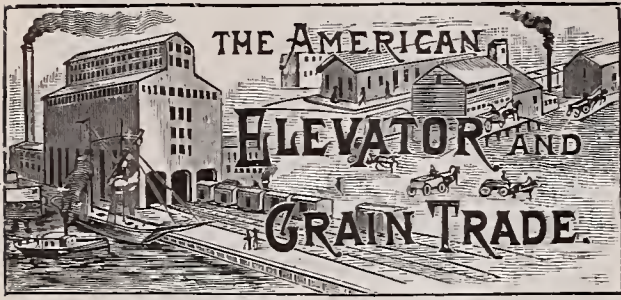
E. L. Ramsey, a Canadian farmer, has been held to the U. S. grand jury at Duluth on charge of smuggling wheat. He is only one of several farmers who are said to have yielded to the temptation to get the higher prices on this side the line.

A North Dakota dealer whose elevator and feed mill are off the right-of-way has invented a loading contrivance, which consists of a good-sized bin, set at a reasonable elevation on a pair of wide-wheeled trucks, into which he runs the wheat from a high bin in his elevator and then allows the wheat to run back into the car. He figures that loading costs him less than a quarter of a cent a bushel.

The steamer Panther surprised Milwaukee on October 18 by arriving in that port with a cargo of 80,000 bushels of wheat on board, consigned by the Peavey Grain Company of Chicago to the Nye-Jenks Grain Company of Milwaukee. The Panther was loaded at Chicago, with orders for Buffalo, but the orders were later changed to unload in Milwaukee.

San Francisco dealers in bird seed are in arms about the high duty on that commodity, which is particularly burdensome now, owing to the high price of seed in Liverpool. Late in 1903 the price there advanced to 78s. 6d. (\$18.84) per quarter of 464 lbs., which is \$6 above normal. Of course, the appraisers fixed the duty on the higher price when cargos landed, and not the normal, which was the price at which they were purchased. Appraisers always do that.

Two cars of new corn were on sale in the sample crowd on 'change at Chicago, on October 17. One car was shelled corn and came to Gerstenberg & Co. from South Dakota. It graded No. 3 yellow, evidently being good enough to pass the inspection department without receiving the "new" classification, although Mr. Gerstenberg vouched for it as all new. The other car was ear corn received from Dekalb, Ill. The second arrivals for the season reached Chicago on October 25 from central Illinois. They came to George H. Sidwell & Co. and Bridge & Leonard. They were damp and quite wet, inspecting no grade. One sold at 46c and one at 45c. A car of new ear corn sold on track same day at 49½c.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., NOVEMBER 15, 1904.

Official Paper of the Illinois Grain Dealers' Association.

REGULATION OF MINIMUM CHARGES.

The Railway Age objects to that part of the Commerce Commission's decision in the matter of transfer allowances by the U. P. R. R. to terminal elevators, where it is said that said allowances are

"no more a violation of the act than would be a reduction of the rate by the Union Pacific which, as a competing road, in justice to its shippers or its own interest, it might be compelled to make. Any resulting injury or detriment to rival carriers is something which the law does not and perhaps should not seek to prevent."

The Railway Age holds that as the railways are prohibited by law from protecting and recouping themselves from losses incurred in one section by higher charges in another, they should be protected by law from the vicious rate cuts of their rivals; in other words, that—if the law says that an unreasonably high rate shall not be charged and at the same time assumes to determine the limit of reasonableness, how can it be excused from prohibiting the use of an unreasonably low rate, which, when made, is controlling on all parties?

But it is not necessary to protect railways from competition among themselves any more than it is necessary to protect merchants from competition among themselves. The laws of self-preservation must protect the one as they do the other.

What the law aims at is to prevent unfair discriminations in favor of individuals by the common carriers, which as such have been granted privileges denied to individuals, hence their duty to the public and the right of the public to meddle with their affairs. This, unfortunately, the Commission did not see its way to do in the decision referred to. If the Commission had directed the practice com-

plained of to be discontinued it would also have solved the problem of which the Railway Age complains by relieving railway sufferers from the burden of the unfair competitive methods now permitted by the decision, which are, in fact, as the railway men testified, allowances tantamount to discriminations and so declared by railway witnesses, the defendant road, for its own purposes alone, excepted.

FUTURE WHEAT PRODUCTION.

The Agricultural Department virtually endorses the doctrine of Jones and the various newspaper crop experts, that the era of wheat exports from the United States has passed and is gone forever. In so far as this is dependent on the production of spring wheat, this may be true; for as one looks over the records, it would seem that spring wheat needs for its best results new lands, which are, of course, soon worn out by so exhaustive a crop, or the crop itself is endangered by conditions or enemies that follow on a succession of croppings to the same cereal. But winter wheat shows no such phenomena. Barring accidents, the winter wheat belt in this country, speaking in general terms, is as productive as it ever was; so that, so far as this type of wheat is concerned, the future wheat crops of the nation are not a question of lands but one of brains on the farms.

The newspaper crop experts see only in their calculations the big millers of Minneapolis, who, whenever the volume of spring wheat shrinks, see the entire country gone to the demnition bow-wows, cereally speaking. It is not impossible the cheap lands of the Argentine and Canada may wield a greater power in the world's markets in the near future than those of our own Northwest; but it by no means follows, therefore, that the wheat and flour export trade of the United States is doomed to "disappear" or that "we are in danger of losing a wheat supply sufficient for home consumption." This would be a serious reflection on the American farmer's intelligence and productive capacity. He may need "showing," but like most Americans he is quick enough to see what is profitable and to go after it. Apparently we have reached the end of an era; but is this not more apparent than real?

CO-OPERATIVES ORGANIZE.

The liberal advertising of the farmers' co-operative meeting held at Rockwell, Iowa, on November 5, gave it a paper importance beyond its real merits. A state association of co-operative companies was formed, but like similar movements organized by the Omaha editor in other states, it will have little or no practical value, chiefly because organization is an end in itself and is enough; for none of the agitators knows what further is needed or would know what to do if he really knew what was wanted, which the farmers themselves do not know.

The meeting of the Illinois co-operatives at Springfield on November 1 was nearly as impotent of practical results as the Iowa meeting. There were the usual amenities of a pleasant social gathering, some interesting discussion of academic questions and not a little of the "mutual admiration society" sort of congratulation, all winding up with a banquet at a local

hotel, the menu card of the feast being graced by some clever hors d'œuvres to poke fun at their contemporaries of the regular grain trade, which were almost good enough to reprint, as a "sample" of co-operative temper and wit.

A CORN CROP.

Nature, unkind to the wheat grower, whose crop in Kansas she ruined at harvest and in the Northwest afflicted with pest, has more than made amends by showering on the corn growers a yield, with one exception, the largest in the history of the nation, and one in quality never excelled; to which beneficence she has added crops of oats and other products of surpassing abundance. There is ample reason, therefore, to give thanks and bless the name of the Giver of all good.

The marketing of these bountiful harvests means a busy season for all—farmers, country dealers, transportation lines, receivers; and but one thing is needed to distribute the benefits of this abundance equitably among those who produce it on the farm and are concerned in its distribution to the consumers of the world: the spirit of fairness, co-operation and consideration—business as well as manly virtues.

PRIVATE CAR INIQUITY.

The recent enquiry into the railway problem of the "private car" took a direction that made it of more immediate interest to fruit handlers than to other shippers. The details of this inquiry there is no need to rehearse here, but it is a remarkable illustration of the inertia of American legislation that nothing has been done regarding a matter which, as Commissioner Schoonmaker of the Commerce Commission several years ago said, under existing methods has become an evil so general and of such proportions that it can no longer be disregarded, and a remedy is of urgent importance.

The "private car" has not as yet invaded the traffic in grain to any great extent; nevertheless a Western newspaper in speaking of a certain shipment of wheat said, "The company (the seller) is using its own cars to transport the wheat to Chicago." Is this, then, a beginning?

If it is, the independent shipper should leave no stone unturned in his efforts to get legislation that shall destroy the entire private car system, than which the "transfer allowances," and even the secret rebate, are less dangerous to his ultimate existence as a free tradesman.

AN IMPOTENT APPEAL.

It is understood that the American Shippers' Association has decided to appeal to the Interstate Commerce Commission to give its opinion on the uniform bill of lading. Without calling in question the wisdom and fairness of the Commission, it must be said that one must be oversanguine who would pause to appeal to that body in such an emergency. No surer support of this belief need be cited than the experience of the hay trade as told by Mr. Chas. England of Baltimore in a communication to be found on page 263. With an accuracy that amounts to a demonstration he shows by the analogy of that case how hopeless would be such an appeal, even should the Commission

decide that the uniform bill ought not to be used. As in the hay case, the roads would most likely snap their fingers in the face of the Commission's opinion and insist on forcing the uniform bill on the shipping public no less volens.

To appeal, therefore, to the Commission is a sheer waste of time; better go to the courts at once, since that will have to be done in any event should the roads insist upon its use after January 1.

MORAL RISK IN INSURANCE.

Mr. Mannen's indictment (p. 258) of the line elevator's agents in the Northwest is severe, but its real severity depends more on the relative frequency of elevator fires in line houses than in the direct charge. Perhaps also the accuracy of Mr. Mannen's statistics may be open to question, although this paper is not in position to confirm or impeach them.

Granting, then, the accuracy of Mr. Mannen's indictment, the line company is confronted by a serious problem, involving both moral as well as financial factors. The usual terms of the service which falls to the lot of the agent certainly are such as to call for a high order of integrity: a meager salary with responsibilities as buyer and shipper out of all proportion thereto characterizes a system that cannot be said to leave its people free from temptation to theft or even arson.

Are Mr. Mannen's suggestions for reform adequate to meet the situation? Experts in the line elevator business should join with him in their exhaustive consideration. The means proposed by him do not at first flush appear to be of a character to be unreasonably burdensome to a line elevator's management of its own business. At any rate, the subject matter of Mr. Mannen's address is, from every point of view, so important that any reasonable proposition looking toward reform merits attention.

STATE INSPECTION ATTACKED.

The true inwardness of the legal attack on the Kansas state inspection system by certain elevator operators does not directly appear, for there seems to be no serious complaint of the cost of the system on the part of the shippers who pay the bills. Nor does it appear that Kansas state inspection is any worse or more expensive than other state inspection.

But state inspection in the last analysis is an official invasion of private business, that finds its warrant only in the assumption that many voters are interested in a matter of detail, with which, as a matter of fact, only a very few persons are directly concerned. The farmer whose interests are supposed to be conserved by state inspection has only a secondary interest in it, and he would probably be better off under board of trade than under state inspection.

It is unfortunate, but it is a fact, that all state inspection bureaus on this continent are practical failures as conserving forces. Theory has ignominiously broken down in practice, for until inspection shall have been wholly removed from all political control and influence it cannot be hoped that it will be other than a busi-

ness nuisance, more or less mitigated, of course, when under the direction of well-disposed chiefs, but always an unwarranted and indefensible interference by the state with private business with which the state as such can have no possible concern.

THE WHEAT DUTY.

One of the probable debates in Congress next winter, promising to be interesting, will be that on the proposition to reduce the duty on wheat, or at least to modify the law of milling-in-bond to give the millers the small advantage of no duty on the by-products. Two years ago this question might have been approached with some confidence, seeing that the duty was then in no wise protective and really of academic interest only as a matter of tariff consistency. At this time, however, the aspect of the question has entirely changed. With Canadian wheat across the imaginary line separating North Dakota from Manitoba selling at 18 to 20 cents below no better, and perhaps poorer, wheat on this side, it would be exceedingly difficult to show the North Dakota farmer that he is not protected by the duty. The duty does not, indeed, protect so long as there is a surplus to export, when the price is made abroad; but when the surplus disappears protection appears, and the farmer knows it.

The Lovering bill, which gives the miller and dairy consumers the benefit of the offals duty free on wheat ground in bond, would benefit the millers and enable them to operate their mills on foreign grain when the domestic supply is exhausted, and yet not to an appreciable extent modify the duty protection of the farmer, while the greater abundance of offals would be a benefit to the dairy and stock interests also. If this modification of the milling-in-bond law can be secured, it is probably all that can be done at this time or until the United States shall return to the list of wheat exporting nations; for Mr. Bell of the Washburn-Crosby Company is probably quite correct in saying, as he did recently in the Commercial West, that—

We are thoroughly convinced that by no efforts at the present time can the duty on wheat be removed or reduced. It seems utterly useless for us to attempt any legislation looking to the removal of the duty on wheat, or even a partial reduction; therefore, why not work for the possible rather than the impossible, and ask Congress to modify existing laws so that our manufacturers of the United States can take advantage of the big crop with which our neighbors have been favored against our comparatively short crop?

WAR ON GRAIN THIEVES.

Although little has been said recently in these columns concerning the thieving of grain from cars in railroad yards at Chicago, the nuisance has, of course, gone on, in spite of the efforts of the roads, and especially of the Grain Shippers' Protective Association, to stop it. As the reader will remember, the greater part of this kind of theft is the work of youths who, as frequently appears, have here, as at Peoria, Kansas City, Minneapolis, etc., been encouraged by adults acting as receivers and buyers of the stolen grain.

In Chicago the situation was greatly aggravated by a mistaken sense of leniency by the

officers of the justice and juvenile courts—of the latter more particularly; for when justices of good sense and honest intentions, awakened to the real condition of things in the yards, began administering corrective as well as punitive sentences, the juvenile court, with commendable mercy, perhaps, but quite poor judgment, repeatedly upset most of the good accomplished by the justices by reverse or trivial sentences. Since, however, Judge Mack has come upon the bench at the juvenile court a marked difference has been observed. The fact that Judge Mack's heart is in the right place has not affected his sound judgment as a trial court. He has been both merciful, where mercy would be wise, and severe where mercy to incorrigibles would have been a miscarriage of justice and of no corrective benefit to the culprits; and the Shippers' Association now hopes to see, if not the end, at least a mitigation, of a nuisance that has been a long trial.

CO-OPERATIVES AND EMINENT DOMAIN.

The co-operative elevator companies have so far won out in the interpretation of the Ramsey law of Nebraska that a trial court has directed a railway company to construct a switch to the complainants' elevator. The crucial test is yet to come, however, on the question whether the railway company can be forced to grant elevator sites on its right-of-way.

The Ramsey law takes no account of the fact that ample elevator facilities for transacting a station's business may exist; on the contrary, it provides that, whatever those facilities may be, whenever application is made for an elevator site on the right-of-way, the railway company must provide such site to be built upon. This is equivalent to granting to individuals and petty companies the right of eminent domain. One wonders if the public is ready for such delegation to miscellaneous collections of individuals of the prerogatives and sovereign power of government.

Surely, if railways can be required under the law to furnish switching facilities on demand the limit has been reached, and it cannot be necessary to endow individuals possessed of a purpose that may prove in the end to be only a caprice with a right and power that has already been most scandalously abused.

It is not too much to ask that the ambitions of even the co-operatives to unnecessarily usurp sovereign functions be curtailed to their real necessities. Besides, if the railroads can be forced to provide elevator sites, it is but one step more to require them to provide elevators also.

Onawa, Iowa, has arrived at the public scale stage of idiocy in municipal government, and has an ordinance requiring all commodities exceeding 500 lbs. in weight to be weighed only on "city scales," under penalty of \$100 fine. The elevator men object, of course, as they have a right to. By and by, however, when the council returns to sane views as to the rights of both business men and farmers, the ordinance will be modified or repealed and business will resume normal conditions again.

EDITORIAL MENTION

Good "old corn" is wearing a blue ribbon nowadays and getting the kotow at all the corn mills.

Selling December corn short seems nearly as seasonable as was laying even money on Parker in October.

Reports of overloaded elevators collapsing are coming in again. It is rare that one such was constructed by a qualified architect and engineer.

One of the best features of association work is arbitration. Have your difficulties arbitrated by a fair tribunal rather than go into court with them.

The millers hold the balance of power at Minneapolis, hence the proposition to deliver No. 2 Northern at a discount was shelved by the Minneapolis chamber.

More freight changes announced. Is there no way of putting a stop to this nuisance, which makes it necessary, as soon as one set of rates has been mastered, to unlearn them and learn a new set?

The Ohio Grain Dealers' Association has again "risen to the situation" by voting to establish a claim bureau. The administration of this Association has been so admirable in other things the bureau is certain to be of great benefit.

The Commerce Commission's hearing in the rate differential matter will begin at Philadelphia on November 21, having been postponed from the date originally set. Any find of new evidence may be likened unto a discovery of gold ore in a West Michigan sand dune.

Mr. W. H. Harroun certainly has fallen on his feet—considering. Most men in his extremity would have expected and been grateful for ten years' retirement instead of a lease of his own properties and a chance to make good. As the old saying is, "Better to be born lucky," etc.

To the list of successful operations of the automatic sprinkler given on page 259 must be added the more recent fire in the Howard Street mill of the Americal Cereal Co. at Akron, Ohio, where the sprinkler system undoubtedly saved the building by checking the fire until the fire department arrived with its apparatus.

A number of members of the Chicago Board of Trade have been served with notice of actions against them in Coles County, Ill., on charges of bucket-shopping. Unfortunately, as the Supreme Court decided in the Ware case, from Bureau County, the law in this state places branch offices of regular commission houses in the category of bucket-shops; so that notwithstanding the perfect legitimacy of trading therein, branch houses and their business are

outlawed and must always be conducted at the risk of fine, just as if the offices were common, vulgar gambling shops. This is unjust, but it is the law.

The insurance problem for grain dealers seems near a solution from the showing which the Ohio Grain Dealers' Mutual Fire Insurance Association has made thus far this year. Two losses only, up to date, aggregating \$1,500. This means that the elevator owners, in conjunction with the mutual companies, are taking care of their properties.

On Ohio dealer dedicated the following lines to the scoopers of that state:

A scooper who went out to scupe
Got up 'gainst of grain men a trupe.
At sight of th' association,
He displayed much vexation,
Then with his effects flew the cupe.

Can't say much for the poetry, but that's the way the thing works out, all right.

One of the useful features of the National Hay Association is the posting of members on the character and behavior of shady receivers, or of the fact of any of its members refusing to arbitrate. This is a valuable service, and an entirely legitimate one, so long as the information is conveyed to members only, as it is. So if you want that kind of service, Mr. Hay Shipper, you must come in under the tent.

American losses by fire alone in the year 1904, it is estimated, will represent more than \$300,000,000. This is more than double the yearly average of \$130,000,000 for the last twenty-five years. So fearful a waste of capital is a national wickedness, for the greater part of it might, by proper precautions, have been prevented. No wonder insurance rates on all classes of risks have reached almost to the prohibitory limit.

A forger of bills of lading at Minneapolis who two years ago was given a sentence of seven years had his time reduced by the pardon board to four years, the same term as given his partner in the crime. Many of the grain men who suffered loss by the crime joined in the petition for the commutation. Such mercy does honor to the hearts of the victims; but mercy should not be permitted to make crime of this kind too fashionable.

The Missouri Pacific has struck back at the co-operatives in Kansas. Having on the petition of a local co-operative company been ordered to build a switch to the latter's elevator, the railroad company appeals from the Railroad Commission's order, and, taking the bull by the horns, joins issue by averring that (1) the land should not be condemned, thus questioning the association's use of the right of eminent domain, and (2) that the co-operative association is "a combination in violation of the Kansas anti-trust law, as it does not allow its members to sell to any other than the association or its members, and if they do sell to others the penalty is one cent per bushel of wheat, one-half cent per bushel of corn and one per cent of the selling price of cattle." The

trade has been waiting for just such a defense as this by a railroad; now let us be patient until a final decision is rendered.

The campaign in Nebraska against the "grain trust" and "Rube" Schneider, as its sponsor, seems to have been successful in electing a solid legislature of Mr. Schneider's party. The country seems to have been determined this fall to be unanimous politically, but Nebraska would appear to be the only state that actually succeeded.

An exposition one might wish duplicated in many places in the corn belt is the Mason City Free Corn Exposition, given at Mason City, Iowa, on November 18 and 19, by the Mason City Commercial Club. Besides the distribution of \$500 in some 40 prizes, there will be lectures by Professor Holden on "Corn and Corn Judging," and by Professor Stevenson of Ames on "Soils and Drainage," the latter now a "burning question" in Iowa. It is expositions like these and Professor Holden's "corn gospel" trains that are going to improve Iowa farming and in the not far future make "two ears of corn grow where one grew before" in that state, or "words to that effect."

An important grain storage decision comes from Washington, where a trial judge decided in substance that a delivery of wheat to a mill elevator on warehouse receipts and load checks constitutes a sale and not a storage. In case of fire, therefore, the elevator operator is responsible to holders of receipts for their losses. This decision was given notwithstanding the form of warehouse receipt issued in this case specifically stated on its face that the grain was delivered to be stored. State courts pretty generally hold to the same theory. And fortunately so, for in many instances the other alternative would be a verdict of conversion as bailee, with a penitentiary sentence attached, in case of default in delivery on demand.

Suit has been commenced in Indiana against the Big Four Railroad to compel it to deliver certain cars which, under the rules of the Indiana Car Service Association, are subject to a demurrage charge for failure to unload within the required time. The suit is understood to be an attack on the legal status of the charges made by the Car Service Association. Without being at all in the confidence of the prosecution of this suit, it looks on the surface like a mistake. In the first place, the principle of the demurrage charge is a correct one, which in practice benefits shippers and railroads alike; and it has been declared lawful and reasonable by many state courts. It has been generally agreed to as reasonable by the public also, who object to it only because it is now jug-handled. The suit, therefore, can have no beneficial effect on the Indiana shippers' efforts to get another handle put on the jug and so make demurrage a reciprocal affair. Rather it will create friction between railroads and shippers, where only good nature should now prevail; and should the complainants win out and have the charge declared unlawful the abolition of the charge would, of course, apply to both parties alike and so postpone indefinitely a disposition of a serious problem that should be

settled at once and without the delays attending judicial proceedings through a series of courts.

It is unfortunate the Grain Dealers' National Association scheme for a grain exhibit at the Fat Stock Show failed to materialize, since it is evident, from the letters published under "Communicated," that a proposed international exhibit of grains at Minneapolis does not appeal to the trade as a practicality. The object of the exhibit should be to educate farmers rather than grain dealers, and to reach the former the exhibit must be held at a time and place when farmers will look at it in connection with other things—they will hardly make a journey of any length to see the grain alone. For the edification of grain dealers, the chief grain inspectors' exhibits of grades at the annual National Association convention is the best school—when the convention is held at a time when such an exhibit of new grain can be made. The committee should begin earlier in the season next year and get ready for an exhibit at the Fat Stock Show of 1905 as the most likely attraction to make their exhibit and lecture course a part of.

There seems to be a revival of barley growing in the United States, the production of which has largely increased during the past five years. A cereal that has a wide climatic range and has uniformly brought a good price, it is remarkable that not enough brewing barley has been grown in the country to make malt for our beer, the brewers of which have been compelled to call upon the corn millers for grits to be used as a malt substitute—an entirely legitimate and wholesome brewing process, by the way. California hitherto has been the heaviest producer, the choice grain being exported to English and Continental maltsters and the remainder crushed for feed, but recently Minnesota has been crowding California for first place, and the three hard spring wheat states have produced about double California's crop. Barley is an excellent rotation crop with wheat and its virtue in that respect may be expected to make its culture more popular in the Northwest in the future, with accompanying advantage to spring wheat culture.

Landslides are not, generally speaking, considered auspicious auguries of sound legislation; this is more apt to come out of legislatures or a congress nearly equally divided between the great parties, who are therefore on their good behavior, with an eye to future party advantage. Still, the outlook in the states of Indiana and Illinois for the legislation that shippers and grain dealers want—a railway commission in the former state and civil service reform in the latter—ought to be good, in view of the pledges by the governors-elect of both states to recommend and support such measures. The duty still devolves, however, upon the business interests of those states to impress it upon members-elect of the legislatures that there shall be "no nonsense" in these matters; and this must be a personal work undertaken in each legislative district by individual shippers between now and January next, and, indeed, continued without cessation until the sessions shall have ended; for without frequent remind-

ers members develop short memories of pledges made, when other interests bring temptations to forget them.

A stockholder of a Northwestern co-operative company wants to know if the shareholders who have sold their grain to other elevators are entitled to "a legal share" of the profits, the same as "we who have delivered all ours at our own elevator?" This might answer as an all-winter "question" for debate in the local debating club.

With their usual deliberation, the New York Produce Exchange and the New York roads have practically accepted the articles of agreement that have been under discussion for so many months relative to the handling of grain at New York. This agreement provides that—the railroad companies may put together in elevators, warehouses, boats or barges provided by themselves for the purpose, grain of the same kind and grade, without regard to its ownership, after the same has been inspected and weighed in accordance with the agreement. The receivers of grain, however, shall have the right, if they so desire, of preserving the identity of ex-lake grain, and shippers have the same privilege, if they desire to exercise it. Railroad companies will issue guaranteed certificates for grain consigned to New York when consolidated and graded under the provisions of the agreement, the quantity of grain represented by each certificate not to exceed 5,000 bushels. All disagreements will be settled by arbitration, a committee of three being appointed for the purpose.

The proposition is to put the agreement into effect on November 24; but that has not as yet been definitely settled.

The "proposed uniform bill of lading has received a practical quietus in the West," says the Railway and Engineering Review; but "it is still being agitated in the territory east of Chicago, and protests against its adoption on the first of January, as contemplated, are vigorous." The journal named reminds its readers that some ten years ago it was instrumental, with the aid of a prominent railroad man, in killing a similar movement, which has no more merit now, even from a railway point of view, than it had then; and the Review concludes by saying:

The best bill of lading that a shipper can have or that a railroad can give is a simple receipt for the property, stating destination and condition. Other items, such as weight, rate, etc., may be made for convenience, but even these are not essential. The point is that a certain commodity has been delivered to a common carrier properly marked for a given destination, and the law takes care of the balance. Nor is there any danger that, if a shipment is delivered to a carrier under such conditions, any more will be charged for its transportation than if shipped under a bill of lading with both sides printed full of conditions. Actual weight subject to established minimums and published rates according to posted schedules must control, any deviation therefrom being a violation of the law. In view of these facts there is, as it seems to us, an unnecessary amount of anxiety being displayed in connection with this whole thing.

The wisdom of the Review's position will hardly be questioned, and its fairness to both parties is undeniable. The business of railways is to transport commodities for hire. It is outrageous that they should seek, by this bold effort of the uniform bill, to escape their natural obligations as carriers. The common law as the

rule for adjusting mutual relations of carriers and shippers is not unjust. It requires of the roads that they take care of the commodities entrusted to them, do their duty as carriers promptly and deliver the goods at destination in good order; for which service the patron shall pay a reasonable compensation. Any effort on the part of either party to arbitrarily avoid these natural conditions and obligations is sure to create friction and bad temper, where mutual consideration is necessary to the best estate of both.

Zahm & Co., as appears from Mr. Mayer's communication on page 262, zealous always in their protection of the regular trade, stand ready to do more really than the trade asks or expects of them. When a man or company has an elevator, properly equipped for handling business, and the elevator is conducted as a regular business, it is entitled to the benefit of all terminal facilities, including the service of commission houses; and this whether the elevator operator is an association man or not, or is a co-operative company. All exchanges, including the Toledo Produce Exchange, by resolution, and also regular dealers, agree substantially that this is the correct relation of the trade to non-association men. But scoopers without facilities where facilities are needed to properly do business, and co-operative houses operating under a penalty rule, should be treated as pirates; for they are not doing business fairly. And in this connection may be repeated what has already been said in these columns, that when a co-operative company, doing a regular business in an elevator, applies for membership in a regular dealers' association, it ought to be met with the "glad hand of fellowship," and when it is not, the company, *prima facie*, has a fair right to complain of not being squarely treated.

The victory of the Kellogg Elevator Co. at Buffalo over the Western Elevating Association and the Buffalo roads which had united their resources to destroy at once a "canal elevator" and a non-association house, is one more telling blow at railway discriminations, recognizing, as the courts here have, the right of the sufferer to recover from the offenders the amount of his loss. The court says:

If we assume that it was entirely competent for the owners of elevators in Buffalo to enter into such an agreement, it certainly was also within the rights of the plaintiffs to refuse to join with them. The act of the defendant railways in refusing to handle grain from the Kellogg Elevator upon the same terms that they handled grain from the other elevators was unlawful and was the very result contemplated by the Elevating Association when it entered into the contracts with the companies. It follows that the plaintiffs are entitled to recover in this action the damages sustained by them up to the time it was begun, in case the facts are found in favor of the plaintiffs.

This verdict (see "In the Courts"), being in money, is a much more valuable one to the cause of reform than a criminal one; for when judgments persistently attack company treasuries in a way stockholders can see there may be hope of the directors calling a halt to all plundering by this sort of commercial wickedness, both visible and invisible, the latter being by far the larger proportion of railway treasury loss through special favors to individuals.

TRADE NOTES

The Carthage Grain Door Company of Carthage, Mo., has been incorporated by S. F. Wheeler, Alex. Hill, Ed. Gartland and others. The capital stock is \$50,000.

The Olds Gasoline Engine Works of Lansing, Mich., are opening a branch at Kansas City, Mo. The house will be under the management of Louis Bendit, formerly agent at St. Louis. Mr. Bendit will also have charge of the selling agency at Fargo, N. D. The Olds people are improving their factory by the addition of a new power house, blacksmith shop and pattern storage vault.

Galveston will now be provided with facilities for drying export corn. The Santa Fe Railway, lessee of Elevator B at that point, has begun work on a large Hess Drier, to be ready before January 1, to be operated by Harris-Scotten Company. This machine will have a capacity of 12,000 to 16,000 bushels of corn daily and will afford to shippers, through Galveston, facilities equal to those at New Orleans, where dryers of this kind have been recently installed.

The N. P. Bowsher Company of South Bend, Ind., realizing that the St. Louis Exposition will soon be but a memory, have sent a final invitation to the trade to inspect the Bowsher exhibit at Block 10, Aisle G, Agricultural Palace. The invitation is in the form of a huge postal card on which is printed a halftone view of the company's World's Fair display. Those who cannot visit this display are asked to send for latest printed matter pertaining to the Bowsher line of feed grinders.

The New Era Gas Engine is built in Dayton, Ohio, and is the popular engine in that city, where no less than 76 New Eras are in operation. The makers, the New Era Gas Engine Company, have prepared a folder giving a list of the Dayton users, the amount of work each engine does and the cost per month to operate. The list is most comprehensive, as the New Era Engines in use in Dayton range in size from 4 to 80 horsepower. Anyone interested in the subject may have a copy of this circular by writing the company direct.

"Pneumatic Malting" is the title of an interesting booklet issued by Dornfeld-Kunert Company of Watertown, Wis., and Chicago, Ill. This booklet was prepared by J. F. Dornfeld, the inventor of the Dornfeld Patent Pneumatic Malting Drum, and an authority on malting, malt house design and construction and malting machinery. The booklet deals with the subject of malting from a scientific and practical standpoint and will prove instructive to those who are interested in the industry. A copy may be had upon request.

The Stephens-Adamson Manufacturing Company of Aurora, Ill., have commenced work on the foundation for an addition to their machine shop. It is built on the rear and will be a continuation of the machine shop of modern construction, and will afford, when completed, about 18,000 additional feet of floor space. Among new contracts which the company have just received is that of machinery for the new plant of the Canada Malting Company of Montreal, Que., and for R. K. Wilson's elevator at Clinton, Ill. They have also just shipped the last of the machinery for the new Canadian Pacific Elevator at Fort William.

The Detroit Graphite Manufacturing Company, Detroit, Mich., are sending out a bulletin entitled "A Lesson from the Baltimore Fire." It shows a picture of the Union Trust Building at Baltimore after the fire. While the terra-cotta and brick covering were destroyed by the intense heat, the steel structural part of the building is absolutely intact. Of particular interest is the condition of the paint upon the steel. Its appearance would indicate it to have been recently applied instead of during the year of construction, 1897-98. It is glassy, free from cracks and adheres firmly to the metal. There is no evidence whatever of cor-

rosion. The company concluded that the condition of this building is a striking evidence of the excellence of Superior Graphite Paint.

It is announced that President R. H. Foos, of the Foos Manufacturing Co., Springfield, Ohio, has sold his interests in the company to Charles L., Louis and Will Bauer. The first-named gentleman succeeds Mr. Foos as president.

The Union Iron Works of Decatur, Ill., have just furnished for Bartlett, Kuhn & Co., Terre Haute, Ind., for their transfer house at that point, what is probably the largest corn cleaner ever built. The machine is of the revolving screen family; is 21 feet long, 9 feet 6 inches wide, and 8 feet 6 inches high. The screen alone is 17 feet 4 inches long and 4 feet diameter, and has 229½ square feet of screen surface. The grain is conveyed to fan by a 16-inch conveyor. The fan is 48 inches diameter, 20 inches wide. In ordering the cleaner, the size of cupola was given, and instructions to "make cleaner as large as the room would accommodate."

The protection of steelwork, which now plays such an important part in modern construction, is a subject that has been given a good deal of attention by engineers. It has been found that adequate protection from the elements and other causes of corrosion can be provided by paint. It is only necessary that the right kind of paint be used. The Dixon Crucible Company of Jersey City, N. J., say that Dixon's Silica-Graphite Paint is the ideal paint for this purpose, and also that it can be used to advantage on elevators that are covered with sheet iron. They have interesting literature on the subject that will be sent upon request.

Elevator men and millers of the Northwest, particularly Wisconsin, Minnesota and the Dakotas, will be pleased to learn that Sprout, Waldron & Co. of Muncy, Pa., have opened an office in Minneapolis. C. H. Mohr, who is well known to the trade in that section, has been placed in charge. Since Mr. Mohr has made this connection with Sprout, Waldron & Co. he has turned over to them some very nice contracts for mill and elevator equipment. Mr. Mohr's old friends, as well as those who desire information about Monarch machinery, can reach him by addressing C. H. Mohr, Manager, Nos. 22, 28 and 30 Corn Exchange, Minneapolis, Minn.

MORE SHOPS BURST.

There is sorrow at Muscatine, Iowa, for Harry McKay, representing H. J. Toher Grain Co. of Davenport, who in turn represent the Hammond Grain Co. of Hammond, Ind., is gone. Also is some money—\$12,000, as it is hastily estimated. Five men of Muscatine are particularly hard hit. It appears that McKay, though manager, operated on his own account as W. E. Birdsall, and during the few days pending his flight lost to the Hammond Company a thousand dollars a day.

New York shop speculators mourn the absence of J. Walter Labaree, who left behind liabilities of \$125,000 or more. He was expelled two years ago from the Consolidated Stock Exchange connections, but that did not interfere with his business in the least; for he dealt with over eighty different shops located from Bangor, Me., to New Orleans.

The Federal Stock and Grain Co. of Boston, with sixty branch offices in New England, failed on November-11. It advertised, of course, but claims never to have represented itself as anything else than a bucket-shop.

Early & Daniel Hay and Grain Co. on October 17 received what is called the largest grain contract ever received in that market. It was given by the war department and calls for over 150,000 bushels of oats, to go to Fort Ethan Allen, Vt.

The first carload of new Western corn to reach the Baltimore market arrived October 26 from Ohio and showed the excellent qualities of this year's product. The corn was received by Messrs. Lederer Bros., and was about 10 days earlier than the first receipt last year.

FACTS AND FIGURES

Work on the extension of the Soo line from Glenwood, Minn., to Emerson, on the Canadian boundary line, is nearing completion.

There have been reports from Galveston this year of new corn grading No. 2 there, and from Kansas City of new corn arriving in such good quality as to be hard to tell from the old.

On October 13 a Tacoma stevedore firm loaded the German ship, Peru, with 124,857 bushels of wheat in seventeen hours, an average of 7,344 bushels per hour, a record for that port. The ship sailed for England.

The first charter for a full grain cargo made at Philadelphia in about two years was executed on October 10. The vessel will load at that city or Baltimore in January for U. K. or continent. Partial grain cargo charters are not infrequent.

Warren & Co., Peoria, on October 17, received the first car of new corn for the season at that market. It graded no grade, but was a very fine car of grain. Corning & Co. bid it in for 46 cents. The car came in over the T. P. & W. from the west end of that line. Peoria was the first market in the West to quote this year's corn.

Peoria uses under normal conditions about 40,000 bushels of corn daily in the distilleries and glucose factories, making it the largest corn-consuming market in the world, probably. At present, however, the arrivals are below the demand, and some of the works, notably the Pekin glucose factory, have not been running full time.

To prevent the circulation of continuous quotations the New York Stock and Cotton Exchanges have entered into arrangements with the Western Union and Postal Telegraph Companies whereby the latter are prohibited from serving the continuous quotations of prices made upon the Exchanges named to any person, firm or organization until such applicant for such continuous quotations has been approved by the Exchange authorities. The Produce Exchange is also considering similar action.

Pope & Eckhardt Co., November 10, said: "A passing remark made by the writer to a Record-Herald reporter about December corn only, on the 7th inst., and published without our intention or desire on the 8th inst., in rather a misleading way, makes it necessary for us to say here that we are not bullish on May corn around 47c, though we were decidedly so on December corn around 48½c. The latter rose 4c in two days, and many shorts have covered at the advance. We have not expected a 'corner' in December corn, as the skilled manipulators can make more money by 'milking' the shorts several times (as they have done) than by 'cornering' them once. The time to bull May corn will come, if at all, after the market has felt the effect of a large movement of new corn, which is sure to come. To-day December corn touched 52½ and closed at 50½ bid. From this on, it will be a simon-pure gamble until the final 'collection is taken.' This 'let time and chance determine.' Some who would not buy it at 47½ turned bulls at 52½. Good thing now to—let alone."

EXPORTS FROM ATLANTIC PORTS.

The export of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Nov. 5, 1904, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending Nov. 5. Nov. 7.		For Week Ending Oct. 23. Oct. 31.	
	1904.	1903.	1904.	1903.
Wheat, bushels.....	278,000	1,780,000	174,000	2,699,000
Corn, bushels.....	276,000	1,807,000	372,000	1,280,000
Oats, bushels.....	70,000	91,000	176,000	72,000
Rye, bushels.....	.....	9,000	.....	65,000
Barley, bushels.....	250,000	41,000	162,000	8,000
Flour, bbls.....	132,900	310,900	69,800	364,100

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Nov. 5, 1904, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	1,083,000	84,000	269,000	193,000	.....
Boston.....	.....	55,000	50,000	.....	.....
Buffalo.....	1,360,000	485,000	983,000	132,000	1,630,000
do. afloat.....	.....	.....	.....	.....	.....
Cbicago.....	1,991,000	817,000	5,254,000	619,000	12,000
do. afloat.....	.....	.....	.....	.....	.....
Detroit.....	563,000	41,000	255,000	35,000	35,000
do. afloat.....	.....	.....	.....	.....	.....
Duluth.....	4,617,000	.....	3,260,000	104,000	1,545,000
do. afloat.....	.....	.....	.....	.....	.....
Ft. William.....	2,241,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Galveston.....	195,000	94,000	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Indianapolis.....	271,000	48,000	195,000	1,000	.....
Kansas City.....	1,937,000	30,000	421,000	.....	.....
Milwaukee.....	447,000	8,000	740,000	26,000	479,000
do. afloat.....	.....	.....	.....	.....	.....
Minneapolis.....	6,939,000	.....	5,764,000	168,000	1,103,000
do. afloat.....	22,000	16,000	187,000	.....	91,000
New Orleans.....	.....	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
New York.....	753,000	107,000	1,457,000	152,000	114,000
do. afloat.....	.....	.....	.....	.....	.....
Peoria.....	1,000	14,000	1,319,000	.....	3,000
Pbiladelpbia.....	116,000	1,000	209,000	1,000	.....
Port Artbur.....	1,485,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
St. Louis.....	3,247,000	1,000	1,130,000	3,000	32,000
do. afloat.....	.....	.....	.....	.....	.....
Toledo.....	232,000	101,000	1,212,000	9,000	1,000
do. afloat.....	.....	.....	.....	.....	.....
Toronto.....	14,000	.....	.....	.....	.....
On Canal.....	168,000	9,000	467,000	.....	307,000
On Lakes.....	680,000	477,000	641,000	121,000	796,000
On Miss. River.....	.....	.....	.....	.....	.....
Grand total.....	28,363,000	2,388,000	24,563,000	1,558,000	6,148,000
Corresponding date 1903.....	25,155,000	7,776,000	9,245,000	1,077,000	4,939,000
Weekly Inc.....	1,867,000	.....	564,000	.....	.....
Weekly Dec.....	.....	661,000	.....	215,000	250,000

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 15 months ending with Oct., as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1904-05.	1903-04.	1904-05.	1903-04.
August.....	277,990	345,226	200,620	97,809
September.....	310,000	102,620	119,049	162,900
October.....	475,600	530,960	134,776	166,049
November.....	.....	708,953	.....	44,057
December.....	.....	250,979	.....	78,274
January.....	.....	307,976	.....	90,906
February.....	.....	212,736	.....	60,764
March.....	.....	412,554	.....	42,694
April.....	.....	68,000	.....	28,326
May.....	.....	90,100	.....	34,079
June.....	.....	453,467	.....	15,055
July.....	.....	165,769	.....	45,931
Total bushels.....	1,063,590	3,649,340	354,445	866,844

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Nov. 12 has been as follows:

OCT.	NO. 2* R. W. WHT.		*O. 1. NO.* S. P. WHT.		NO. 2 CORN.		STR. OATS.		NO. 2 RYE.		NO. N. W. FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.....	1.11	1.13	1.16	1.18	51½	51¾	30¾	32	78¾	80	1.16½	1.16¾
13.....	1.14	1.15	1.16	1.18	53	53	31	31½	80	80	1.16½	1.16¾
14.....	1.13½	1.17	1.18	1.18	53½	53½	30¾	31½	81	81	1.16½	1.16¾
15.....	1.16½	1.18	1.20	1.20	53	53	31	31	81	81½	1.16	1.16
16.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17.....	1.15½	1.17	1.20	1.20	51¾	51¾	30	31	81	81	1.16	1.16
18.....	1.15½	1.18	1.19	1.20	52½	52½	30	30½	77½	81	1.16½	1.16¾
19.....	1.17½	1.19½	1.19	1.20	53	53	29¾	29¾	77½	81	.....	.....
20.....	1.17½	1.19	1.17	1.20	52½	52½	31	31½	80	80	.....	.....
21.....	1.17	1.18½	1.17	1.20	53	53	31	31¼	.....	.....	1.16½	1.16¾
22.....	1.15	1.18½	1.17	1.20	52¾	52¾	29¾	29¾	80	80	.....	.....
23.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.....	1.18	1.19½	1.18	1.21	53¾	53¾	30¾	31	81	81	1.15½	1.15¾
25.....	1.17½	1.19	1.18	1.20	53¾	53¾	30¾	31	82	83	.....	.....
26.....	1.16½	1.18½	1.18	1.20	55	55	31¼	31¼	81	83	.....	.....
27.....	1.17½	1.19½	1.18	1.19	55½	57½	31¾	31¾	84	84	.....	.....
28.....	1.17	1.17½	1.17	1.20	55½	55½	30¾	30¾	82½	84	.....	.....
29.....	1.16	1.17½	1.17	1.19	55	55	31¼	31¼	83	83	.....	.....
30.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.....	1.14	1.16	1.17	1.18	53¾	53¾	30	30¾	83¾	83¾	.....	.....
Nov:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.....	1.14½	1.17	1.17	1.19	54	54	30¾	31¾	83¾	84	.....	.....
2.....	1.15½	1.17½	1.16	1.18	54½	54½	31¾	31¾	82½	84	.....	.....
3.....	1.15½	1.16½	.....	.....	54½	54½	31	31¾	84	85	.....	.....
4.....	1.15½	1.16½	1.16	1.18	54½	54½	31¾	31¾	83½	83½	.....	.....
5.....	1.16	1.18	1.16	1.19	54½	54½	30	31¾	.....	.....	1.16	1.16
6.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7.....	1.15½	1.16½	1.16	1.18	55	55	31	31¾	83	85	.....	.....
8.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.....	1.15½	1.17	1.16	1.19	54	56½	31¾	31¾	83	83	.....	.....
10.....	1.16½	1.18	1.18	1.20	56½	57	31	32	84	85	1.17	1.17
11.....	1.16½	1.18½	1.17	1.20	56½	58½	31¾	32	84	85½	.....	.....
12.....	1.17½	1.18½	1.17	1.20	56	56	32	32	85½	85½	.....	.....

†Holiday.

During the week ending November 11, Prime Contract Timothy Seed sold at \$2.60@2.65 per cental; Prime Contract Clover Seed at \$12.00; Hungarian at \$0.80@1.00; German Millet at \$0.85@1.10; Buckwheat at \$1.20@1.25 per 100 pounds.

During the week ending October 21, Prime Contract Timothy Seed sold at \$2.60@2.65 per cental; Prime Contract Clover Seed at \$12.25; Hungarian

at \$0.80@1.00; German Millet at \$0.80@1.00; Buckwheat at \$1.30@1.35 per 100 pounds.

During the week ending October 28, Prime Contract Timothy Seed sold at \$2.60 per cental; Prime Contract Clover Seed at \$12.15; Hungarian at \$0.80 @1.00; German Millet at \$0.80@1.00; Buckwheat at \$1.35 per 100 pounds.

During the week ending November 4, Prime Contract Timothy Seed sold at \$2.60 per cental; Prime Contract Clover Seed at \$12.00@12.15; Hungarian at \$0.80@1.00; German Millet at \$0.85@1.10; Buckwheat at \$1.35 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of October, 1904:

BALTIMORE—Reported by H. A. Wroth, secretary of the Cbamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903	1904.	1903.
Wheat, bushels.....	318,125	307,344	.....	204,750
Corn, bushels.....	105,115	1,693,654	46,019	1,268,589
Oats, bushels.....	328,834	396,302	604	.....
Barley, bushels.....	16,996	3,000	.....	.....
Rye, bushels.....	169,321	143,676	.....	33,693
Timothy Seed, lbs.....	13,851	4,961	3,184	1,380
Clover Seed, lbs.....	2,513	2,962	3,085	.....
Hay, tons.....	4,641	3,613	1,811	1,299
Flour, bbls.....	156,370	532,158	73,306	315,022

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903	1904.	1903.
Flour, bbls.....	196,004	185,591	58,342	82,790
Wheat, bushels.....	4,504	567,625	86,077	503,632
Corn, bushels.....	324,824	1,152,097	121,026	714,156
Oats, bushels.....	557,986	525,111	8,410	35,812
Rye, bushels.....	4,495	7,034	.....	.....
Barley, bushels.....	23,440	45,400	24,233	25,612
Flax Seed, bushels.....	550	.....	.....	.....
Mill Feed, tons.....	2,066	1,279	180	201
Cornmeal, bbls.....	5,552	2,062	2,790	3,170
Oatmeal, bbls.....	9,177	12,741	312	2,320
Oatmeal, sacks.....	13,260	11,054	17,839	9,594
Hay, tons.....	10,450	14,080	540	560

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903	1904.	1903.
Wheat, bushels.....	3,731,362	5,984,654	89,806	1,289,000
Corn, bushels.....	3,573,001	8,487,169	2,425,000	2,000,700
Oats, bushels.....	5,285,840	3,504,048	1,381,000	358,600
Barley, bushels.....	4,735,931	2,944,811	632,006	1,000,000
Rye, bushels.....	370,805	473,905	212,000	107,000
Timothy Seed, lbs.....	.....	.....	.....	.....
Clover Seed, lbs.....	.....	.....	.....	.....
Other Grass Seed, lbs.....	24,000	70,100	.....	.....
Flax Seed, bushels.....	1,203,000	1,950,000	.....	.....
Broom Corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	.....	.....	.....	.....
Flour, bbls.....	3,941,794	8,683,947	.....	.....

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1904.	1903	1904.	1903.
Wheat, bushels.....	3,735,615	3,294,445	2,302,733	4,212,402
Corn, bushels.....	3,488,400	10,227,550	5,812,302	13,662,448
Oats, bushels.....	5,999,705	8,803,775	5,366,131	5,827,110
Barley, bushels.....	4,364,309	3,581,004	148,465	368,915
Rye, bushels.....	264,770	225,035	994,765	352,707
Timothy Seed, lbs.....	10,392,718	9,368,585	2,570,979	3,208,203
Clover Seed, lbs.....	1,039,596	978,201	768,868	846,310
Other Grass Seed, lbs.....	1,536,170	2,828,245	1,868,654	2,735,851
Flax Seed, bushels.....	475,279	761,066	48,459	69,933
Broom Corn, lbs.....	1,681,415	2,921,000	708,632	1,645,383
Hay, tons.....	21,870	20,114	741	1,466
Flour, bbls.....	744,651	823,890	575,121	513,178

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1904.	1903	1904.	1903.
Wheat, bushels.....	257,194	229,895	118,727	195,970
Corn, bushels.....	318,874	434,130	242,271	164,806
Oats, bushels.....	495,194	525,805	221,991	212,279
Barley, bushels.....	235,312	148,828	1,184	.....
Rye, bushels.....	59,892	48,186	7,981	7,933
Timothy Seed, bags.....	9,887	17,275	5,138	7,876
Clover Seed, bags.....	3,449	4,103	2,094	645
Other Grass Seed, bags.....	11,366	34,979	7,291	6,476
Flax Seed, bushels.....	.....	.....	.....	.....
Broom Corn, lbs.....	9,446	10,757	3,825	5,284
Hay, tons.....	159,585	154,626	98,603	107,231

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce.

Articles.	Receipts.		Ship
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ELEVATOR AND GRAIN NEWS

ILLINOIS.

The erection of another elevator is talked of at Bardolph, Ill.

The Rogers Grain Co. will build a new elevator at Charlotte, Ill.

J. L. Smith & Co.'s new elevator at Dawson, Ill., is now in operation.

Some repairs are being made to the Neola Elevator at Harmon, Ill.

Iles & White, bankers, will erect a grain elevator at Fairmount, Ill.

J. H. Williams is building a 20,000-bushel grain elevator at Hallsville, Ill.

E. S. Greenleaf's elevator at Alexander, Ill., has been undergoing repairs.

Grant Graff, formerly of Virginia, Ill., has bought an elevator at New Berlin, Ill.

The Farmers' Elevator Co. of Arcola, Ill., has put in track scales at its elevator.

W. H. Council has installed a new corn cleaner in his elevator at Williamsville, Ill.

McFadden & Co.'s new elevator and cribs at Havana, Ill., are ready for business.

M. C. Camp & Co. succeed J. M. Camp in the grain and fuel business at Bement, Ill.

The Farmers' Elevator Co. of Wapella, Ill., has completed a corn crib 20x132 feet in size.

The foundation for an elevator at Casner, Ill., is in and work on the superstructure is in progress.

The Rogers Grain Co. has completed the remodeling and rebuilding of its elevator at Weldon, Ill.

W. B. Cummins has ordered a Hall Automatic Non-Chokable Boot for his elevator at Ransom, Ill.

The Hasenwinkle Grain Co. has been making some improvements at its elevator in Heyworth, Ill.

The Farmers' Elevator at Danvers, Ill., is completed and in operation with John Wilson as manager.

The Farmers' Elevator Co. of Sidney, Ill., will build an 8,000-bushel crib in connection with its elevator.

Wood & Kautz, grain dealers at Mt. Pulaski, Ill., have erected a shed over the wagon scales in front of their office.

J. A. Simpson's new 100,000-bushel elevator at Minonk, Ill., is completed. It has fifteen bins and cost about \$16,000.

The new elevators at Wing, Ill., built by Gibb & Son and E. T. Holloway are completed and ready for operation.

The Farmers' Elevator Co. of Gibson City, Ill., has been chartered with a capital stock of \$6,000. An elevator is being built.

Swearingen & Walker will use electric motors to operate their elevator at St. Joseph, Ill., in place of the present gasoline engine.

A Mr. Cox of Wyoming, Ill., has bought one of the elevators at Lafayette, Ill. Allen Atherton will have charge for the new owner.

Hayward Bros. have taken over the Goff & Yates Elevator at Rantoul, Ill. James T. Hayward is in charge of the house as manager.

The new 30,000-bushel steel storage tank which the Sparks Milling Co. is erecting near its present elevators at Alton, Ill., is about completed.

A. H. Edwards has erected a new boiler room at his elevator at Tolono, Ill., and will use the space formerly occupied by the boiler for storage.

The Cleveland Grain Co. has about completed an elevator at Mattoon, Ill., on the site of the one which was destroyed by fire a few months ago.

The Younglove & Boggess Co., contractors, will equip the new elevator which they are building at Ransom, Ill., with two Hall Signaling Grain Distributors.

Frank Whaples and W. A. Cannon have engaged in the wholesale grain, feed and produce business at Waukegan, Ill., under the firm name of Whaples & Cannon.

The Town of Lake Coal Co. has been incorporated at Chicago, Ill., to deal in grain and fuel. John Bogucki and Caroline Gapsewisc are the incorporators.

The incorporation of the Illinois Valley Grain Co. of Ottawa, Ill., reported some time ago as being granted a charter, has been completed. The new corporation is capitalized at \$33,000 and succeeds the firm of Dunaway, Ruckrigel & Co. in the grain business. The stockholders are: J. N. Dun-

away, Henry J. Ruckrigel, John L. Barnard, George C. Dunaway and J. E. Barnard, who constitute the board of directors.

The work of remodeling and enlarging the Maroa Elevator Co.'s elevator at Maroa, Ill., has been completed. New machinery equipment has been installed throughout the house.

O. S. Skinner has purchased J. A. Harrison's interest in the Brooks-Harrison Co.'s elevators at Stanford, Elwood and Dwight, Ill. Mr. Skinner will have the management of the house at Stanford, Ill.

E. D. Risser of Ludlow, Ill., has purchased the two L. E. & W. elevators at Paxton, Ill., formerly owned by R. G. Risser. The new owner is tearing down the west elevator and will erect a new and modern house on the site.

A charter has been granted to the Arrowsmith Grain, Lumber and Coal Co., Arrowsmith, Ill., to deal in grain, lumber and fuel. The capital stock is \$15,000 and the incorporators are: J. C. Bane, J. Robinson and B. N. Reid.

The Hammond Elevator Co., Hammond, Ind., has bought all the grain in the Hawkeye Elevator at Hegewisch (Chicago), Ill., belonging to the Tri-State Grain Co. of Chicago, and it is reported that the Hawkeye Elevator will be closed.

There is said to be an opening for the erection of a grain elevator and coal and lumber yard at the new station of Troxel, Ill., on the new railway between Aurora and Dekalb, Ill. The place is not a postoffice. It is located in a good grain territory.

The Farmers' Grain and Live Stock Co. is rebuilding its elevator at Morton, Ill., which was burned on October 31. Until the new house is completed a portable dump will be used to carry on the grain business. The dump will then be moved to Cantrell, Ill.

A new record in loading grain was made at the Rialto Elevator in South Chicago on November 7. The steamer F. L. Vance loaded 146,600 bushels of oats in two hours and twenty minutes, the first 100,000 bushels being put into the hold in exactly one hour. Ordinarily it requires from five to six hours to accomplish this.

The Hopwood Elevator at St. Anne, Ill., recently purchased by William Sievert, president of the First National Bank of St. Anne, and Tegge Bros., grain dealers of Papineau, Ill., has been taken over by the new owners and will be operated under the style of the Sievert-Tegge Grain Co. Mr. Sievert will have the management of the elevator at St. Anne.

At the request of the lessees, Bryant & Co. of Chicago, the City and the Galena elevators have been declared irregular by the directors of the Chicago Board of Trade. Each house has a capacity of about 1,000,000 bushels. The City Elevator, which is at Fourteenth and Lumber streets, may be bought by the drainage canal trustees in carrying out their plans to widen the Chicago River.

The Evans Elevator Co. has been chartered at Decatur, Ill., with a capital stock of \$50,000, to deal in grain, fuel, building material, etc. The following are the stockholders and the amount subscribed by each: Frank S. Evans, \$10,000; William S. Ennis, \$15,000; L. H. Ennis, \$25,000. This company succeeds the firm of Ennis & Evans, which recently purchased Snell & Ponting's elevators at Moweaqua and Radford, Ill.

Collins & Hopkins have purchased the C. D. Greve Elevator on the C., H. & D. Railway at Garrett, Ill. Mr. Collins is engaged in the grain business at Ficklin, Ill., the first station east of Garrett. The new firm will make a number of improvements and additions to the property. Garrett is said to be one of the best grain stations on the C., H. & D., being located in the heart of the corn belt about 25 miles east of Decatur. The sale of the property was made by C. A. Burks, the elevator broker of Decatur, Ill.

At the annual meeting of the Metzger-Hill Grain Co., held at Pana, Ill., on October 12, the following officers were elected for the ensuing year: President, George Barrett of Pana; vice-president, A. C. Dundy of Ohlman, Ill.; secretary-treasurer, John Metzger of Cincinnati, Ohio; manager, A. H. Hill of Cincinnati, and director, W. H. Barrett of Owaneco, Ill. The company has elevators in Illinois, Ohio and Indiana. The records of the year's business show that over 2,000 cars of hay and grain were handled during that period. The company was incorporated about a year ago.

Fred Davison and Joseph Sprinkel, who have been employed in the Rock Falls Mill for a number of years, have leased the Rock Falls Elevator at Rock Falls, Ill., and engaged in the grain business. The elevator has been overhauled and put in first-class shape, a new gasoline engine and new scales being installed. The new firm, which will do business under the style of Davison & Sprinkel, took possession on November 1. Both members of the firm are experienced millers and grain men. They were employed in the Rock Falls Mill when it was owned by Moses Dillon

and continued in the employ of the present owner, Bernard Johnson, when he acquired the plant.

At Latham, Ill., the Farmers' Grain Co. has been incorporated with a capital of \$10,000. Francis Mooney, George E. Kuck and David M. Allison are the incorporators.

It is reported that C. H. Hopwood, who recently sold his elevator at St. Anne, Ill., to the Sievert-Tegge Grain Co., will erect an elevator at East Lynn, Ill. Peter Coyer, formerly manager of the elevator at St. Anne, is to have charge of the new house.

IOWA.

G. M. Gwynn's new elevator at Essex, Iowa, is nearly completed.

Dawson & Hahn have sold their grain and fuel business at Mallard, Iowa.

The Des Moines Elevator Co.'s house at Hancock, Iowa, has been opened for business.

G. W. Wyant has been remodeling and increasing the capacity of his elevator at Malvern, Iowa.

The Farmers' Elevator Co. of Mt. Union, Iowa, has taken over the King Elevator at that place.

C. O. Deisher is reported to have sold his grain and fuel business at Bedford, Iowa, to Roy Hardenbrook.

The elevator at Moorhead, Iowa, has been torn down and moved to Castana, Iowa, where it will be rebuilt.

The Missouri Grain Co. of Des Moines, Iowa, has amended its charter, fixing the capital stock at \$106,000.

Work on the Des Moines Elevator Co.'s new elevator at Corley, Iowa, is said to be progressing favorably.

The Trans-Mississippi Grain Co. is erecting a 20,000-bushel elevator at Castana, Iowa, on the C. & N.-W. Ry.

William Ross is reported to have sold his interest in the Shell Rock Grain and Milling Co. of Shell Rock, Iowa.

A grain elevator is being built at the new station just established between Belden and Randolph, Iowa, on the short line of the Willmar & Sioux Falls Railway.

The construction work on A. B. Jaquith's new elevator at Council Bluffs, Iowa, has been delayed by the negotiations for trackage hanging fire. The elevator will probably not be completed before January 1.

The elevator at Preparation, Iowa, is being torn down and will be moved to some other place. A paper published in a nearby town says: "It is understood that the depot is also to be moved away—and that is all there is of Preparation."

G. H. Currier has sold his grain elevator and fuel business at Prescott, Iowa, to G. A. Stebbins of Chicago, possession being given November 1. Walter Stebbins, a son of the new proprietor, will manage the business, assisted by Roy Currier. G. H. Currier retires from the cares of active business after thirty-one years spent in the grain trade.

EASTERN.

A. D. Thomas has leased a building at Palmer, Mass., and will occupy it as a dwelling and a grain and hay store.

The boiler room at O. B. Tilton's grain elevator in Nashua, N. H., is being enlarged and a new 90-horsepower boiler will be installed.

Fred A. Dodge is building an addition, 16x24 feet, to his grain elevator at Saundersville, Mass. This will make the entire structure 24x40 feet in size.

Harry M. Cramer has purchased W. S. Haller's grain and feed business at Frederick, Md., and will continue it under the firm name of H. M. Cramer & Co.

L. B. Walbert will discontinue the grain, lumber and fuel business at Tipton, Pa., and remove to Hancock, Pa., where he has been conducting a branch establishment.

The Central Elevator Co. has reopened its Elevator No. 1 at Canton (Baltimore), Md., which had been closed since the middle of May. The machinery has been overhauled and the house put in shape for business.

Henry A. Bugbee, wholesale dealer in grain and flour at Willimantic, Conn., has purchased a tract of ground in that city and will erect a brick elevator and warehouse. The building will be five stories in height on the side fronting the railway tracks and two stories in height on the opposite side.

Some new machinery has been installed in the St. Albans Grain Co.'s plant at St. Albans, Vt. The business was established a little over a year ago and has grown steadily ever since. The company's plant consists of a two-story structure, 420x30 feet in size, which is used for office and warehouse purposes, and a grain elevator 65 feet high with a storage capacity of 20,000 bushels of grain in bulk. In

the main building storage room for 1,500 tons of bagged grain is provided. The buildings are lighted by electricity and the machinery is operated by electrical power. From eighteen to twenty-five men are employed in the plant.

The traffic and other officials of the Pennsylvania Railroad are contemplating the reopening of the elevators at Girard Point, Philadelphia, which were closed on May 18. These elevators have a combined capacity of 2,050,000 bushels. Prospects for an increased export business from Philadelphia are said to be favorable.

J. L. Orr is erecting a grain elevator at Indiana, Pa., in which to carry on his grain, hay and feed business. The building will be located near the B. & P. Railway and will be 40x40 feet in dimensions and three stories high. It will be constructed of concrete blocks and equipped with modern machinery. The building will be ready for occupancy early next spring.

Work preparatory to the rebuilding of the Boston & Maine Railroad Co.'s elevator on Mystic Wharf, Charlestown (Boston), Mass., which was burned on July 5, is now in progress. The debris has been removed and new piles are being driven for the foundation. The new elevator will be smaller than the burned one and will be of frame construction covered with corrugated iron. The main portion of the new elevator will be 140x90 feet in size, with storage annex 80x30 feet in dimensions. The part containing the bins will be about 60 feet high. The structure will have an elevating capacity of about 10,000 bushels an hour. Railroad tracks will be run through the center. The cupola will be placed on one end of the elevator instead of in the center. The annex or storage part will be fitted entirely with bins and will have all necessary transfer belts and other appliances. A number of small bins are provided for local use. Three sets of grain galleries will run from the elevator to the various steamship berths. The motive power of the elevator will be electricity, supplied from the central power house of the Boston & Maine Railroad, which is being enlarged for the purpose. There will be a local heating plant at the wharf. The lighting will also be by electricity from the central station, and both arc and incandescent lamps will be used. The most modern appliances for fire protection will be installed. The elevator will have a capacity of 500,000 bushels.

MINNESOTA AND WISCONSIN.

An elevator is being built at Woodville, Wis.

H. O. Halverson has opened his new elevator at Boyd, Minn.

The new Farmers' Elevator at Elko, Minn., is now in operation.

The Farmers' Elevator Co. of Campbell, Minn., has begun business.

F. J. Lake has built a flour, feed and grain warehouse at Vasa, Minn.

A movement is on foot to build a farmers' elevator at Northrop, Minn.

The Red Lake Falls Milling Co. is erecting an elevator at Green Bush, Minn.

The Hanson & Barzen Milling Co. is building an elevator at Middle River, Minn.

The Hanson & Barzen Milling Co.'s new elevator at Holt, Minn., is nearly completed.

The W. W. Cargill Co.'s new elevator at Independence, Wis., has been completed.

Frank Lorens has his new elevator at Center City, Minn., about ready for operation.

The Mower County, Minn., Farmers' Exchange is planning the erection of an elevator.

The Springfield Milling Co. has its new elevator at Springfield, Minn., about ready for use.

O. L. Gray has been installing some new machinery in his elevator at Watertown, Wis.

The Farmers' Exchange Elevator at Farmington, Minn., is completed and open for business. John Berres is in charge.

Richardson Bros. & Son is the style of the firm succeeding Richardson & Son in the grain business at Elgin, Minn.

The Sheffield-King Milling Co. has been overhauling its elevator at Madison Lake, Minn., and making necessary repairs.

The new elevator at Milaca, Minn., built by the New London Milling Co., has been equipped with an improved Hall Distributor.

It is stated that H. B. Borneman of Hallock, Minn., will erect an elevator at Bronson, Minn., and engage in the grain business.

The Farmers' Elevator and Mercantile Co. of Owatonna, Minn., has reopened its elevator. A Mr. McGrath has charge as manager.

The Springfield Farmers' Elevator Co. is the style of a new organization at Springfield, Minn., composed of farmers and business men, which proposes to buy or build an elevator to be operated on the co-operative plan. The organization has a capi-

tal of \$5,000 and L. E. Potter is president and F. J. Sheffield secretary.

The Imperial Elevator Co. has sold its lumber yards at Hallock and Kennedy, Minn., to the St. Hilaire Lumber Co. of St. Hilaire, Minn.

The Prairie Elevator Co. of Minneapolis has let the contract for the erection of fourteen elevators on the new Soo extension in Northern Minnesota.

A movement is on foot at Lamberton, Minn., to organize a farmers' elevator company and buy or build an elevator to be operated on the co-operative plan.

J. P. Larson has sold a one-half interest in his grain business at Baldwin, Wis., to Albert Guerkin and it will be continued under the firm name of Larson & Co.

Nelson Bros. are rebuilding their elevator at Milroy, Minn., which was burned on October 25. The new house will be larger and more modern than the old one.

It is announced that the Chicago, Milwaukee & St. Paul Railway will not rebuild its Elevator C at Milwaukee, Wis., which was practically destroyed by fire on October 18.

The Farmers' Milling and Elevator Co. of Ellendale, Minn., has taken over the elevator and feed mill at that place recently purchased from the Sheffield-King Milling Co.

The Schmid & Anderson Grain Co. has sold its elevator and coal sheds at Seaforth, Minn., to the Farmers' Elevator Co. of that place. The consideration is reported at \$6,000.

The Soo-Pacific Elevator Co. has been chartered at Minneapolis, Minn., with a capital of \$100,000. The incorporators are: Frank I. Nason, E. W. Dozotell and C. J. Charleston, all of Minneapolis.

The Stewart Elevator Co. has torn down its old elevator at Savage, Minn., and is erecting a new and modern one on the site. A feed mill will be included in the equipment of the new house.

Brody & Seitz have sold their elevator at Cash-ton, Wis., to the H. E. McEachron Co., millers of Wausau, Wis. This makes an aggregate of twenty-five houses now operated by the McEachron Co.

Charles Hilsberg, who recently secured a site for the erection of an elevator at Bird Island, Minn., has decided not to build this fall, and has gone to Churchbridge, Assa., where he will buy wheat this season.

The Inter-State Grain Co. has remodeled its flat house at Melby, Minn., and converted it into an elevator. A gasoline engine and the necessary machinery has been installed. A. G. Johnson has charge as agent.

The Red Lake Falls (Minn.) Milling Co. has just completed an elevator at Middle River, Minn. A feed mill will be operated in connection with the elevator. A 16-horsepower gasoline engine has been installed to operate the machinery.

The Western Grain Products Co. has been incorporated at Milwaukee, Wis., with a capital stock of \$25,000, to deal in grain and manufacture grain products. The incorporators are: Charles A. Krause, Richard O. Winckler and Henry Schomaker.

The Farmers' Co-operative Elevator Co. of Heron Lake, Minn., has taken possession of the elevator purchased from the Anchor Grain Co. and is now operating it. The consideration in the transaction was \$4,000. The elevator has a capacity of 22,000 bushels.

Olaf Holmgren, an elevator agent at Parker's Prairie, Minn., was bound over to the grand jury at Fergus Falls, Minn., on November 3, charged with embezzlement. He is accused of being \$518 short in his accounts with the company by which he was employed.

The Farmers' Elevator at St. Peter, Minn., has again changed hands. A. H. McIntyre of Minneapolis, who purchased it last spring, has sold it to the Walter Bowman Elevator Co. of Mankato, Minn. The new owners have taken possession and will convert the elevator into a cleaning house.

The Inter-State Grain Co. is building an elevator at Appleton, Minn., to be operated in connection with its old elevator at that place. The new house will have a capacity of 20,000 bushels and will be used for the storage of wheat and flax, while the old one will be used for oats and other grain.

H. H. King, of the Sheffield-King Milling Co. of Faribault, Minn., has purchased an interest in Elevator "K" at Minneapolis, formerly operated by the Sheffield Elevator Co. The elevator will now be operated as a terminal house for the mill at Faribault, and W. P. Brackett will have charge as superintendent.

The Sleepy Eye Milling Co. has remodeled and reconstructed its metal-clad Elevator "A" at Sleepy Eye, Minn., converting it into a cleaning house. A full line of grain cleaning machinery has been installed and steam shovels put in. A fireproof motor house has been erected and a 50-horsepower electric motor installed to operate the cleaning eleva-

tor. The house will be capable of handling fifteen cars of coarse grain a day.

The New London Milling Co. at New London, Minn., has equipped its elevator at Maynard, Minn., with an improved Hall Distributor.

The Stewart Elevator Co.'s new elevator at Hamilton, Minn., is about completed. A feed mill will be installed and the company will handle flour and feed in connection with its grain business. The elevator is being built by Lund, Rud & Co., contractors, of Minneapolis. The old elevator was razed to make room for the new structure.

The Benson and St. John Grain companies are rebuilding their elevators at Heron Lake, Minn., which were destroyed by fire on October 8. The fire started in the St. John Grain Co.'s house and spread to the Benson Grain Co.'s elevator near by. The latter company's loss is said to have been \$10,000 above the insurance. The St. John Grain Co.'s loss is estimated at \$5,000 above the insurance.

OHIO, INDIANA AND MICHIGAN.

T. J. Reidnouer is building an elevator at Enon, Ohio.

G. N. Perrill is reported to have sold his elevator at Bowersville, Ohio.

J. T. Nixon's new elevator at Rob Roy, Ind., is about ready for operation.

Joseph S. Burnett, grain dealer at Ossian, Ind., is reported out of business.

Walter Bishop is erecting an addition to his grain elevator at Walton, Ind.

J. E. Flinn & Son are building an addition to their elevator at Converse, Ind.

A. O. McNiel & Son, grain dealers, have removed from Grand Blanc to Flint, Mich.

Thomas Wilson's new 10,000-bushel elevator at Marlett, Mich., is now open for business.

Omer Snyder has succeeded E. E. Gard in the ownership of the grain elevator at Tremont City, Ohio.

Myers Bros. have been enlarging their elevator at Linnsburg, Ind., and installing a large corn sheller.

T. R. Hardy & Co. succeed the firm of Houghland & Hardy in the grain and seed trade at Rockport, Ind.

D. S. Woolman has sold his elevator at Otter Lake, Mich., and removed to Millington, Mich., his former home.

Maurer Bros. have erected a new engine room at their elevator in West Cairo, Ohio, and made other improvements.

The E. A. Grubbs Grain Co. is rebuilding its grain elevator at Cambridge City, Ind., which was burned on October 19.

The Union Grain Co. is erecting a 15,000-bushel elevator at Hamlet, Ind., on the site of the one recently destroyed by fire.

A. L. Alkire has sold his elevator at Circleville, Ohio, and his interest in the Modlyn Grain Co. to Ballard B. Yates and C. D. Hunsick.

C. Rhonemus is again proprietor of the elevator at Reesville, Ohio, and will handle coal and feed in connection with the grain business.

The grain elevator at Glendon, Ohio, formerly operated by T. T. Beatty, has been purchased by the Dewey Bros. Grain Co. of Blanchester, Ohio.

The Heyman Milling Co. of Monroeville, Ohio, has just completed a 15,000-bushel grain elevator at Havana, Ohio, and is building another at Centerton, Ohio.

The new elevator at Wheeler's Station, Ind., is now in operation, with C. C. Wheeler as manager. It has a capacity of between 60,000 and 70,000 bushels and is modern in construction and equipment.

The elevator, store and lumber yard at South Charleston, Ohio, owned by Lon Houston and others, have been taken over by the recently organized Houston Co., which succeeds the former partnership.

The grain elevator at Union City, Ind., owned by the Pierce Grain and Implement Co., was broken into by burglars on the night of October 10. The safe was blown open with nitro-glycerine, completely wrecking it. The cracksmen got \$7.26 for their trouble.

Sam Finney of Chicago has added to his line of elevators in Indiana by leasing the house at La Crosse, Ind., owned by Bailey, Bunnell & Co. He will operate it as a transfer elevator for his Western grain and has engaged men to run it who have had years of experience in that line of work in Chicago and other cities.

The Crabbs-Reynolds-Taylor Grain Co. has completed a large building near its elevator in Lafayette, Ind., to be used as a retail grain, hay and feed store. E. B. Jamison will have charge of this branch of the company's business. The new building is built of brick and has cement floors.

In addition to the space provided for the storage of grain and feed there is room for five carloads of baled hay.

William Martin & Son have sold their elevators at Rileysburg and Foster, Ind., to F. S. Davis of Attica, Ind. The consideration was in the neighborhood of \$10,000, possession being given at once.

George W. Wagoner of Stoney Ridge, Ohio, will build a large grain elevator at Toledo, on a site adjoining the L. S. & M. S. tracks. It will be constructed of stone, concrete, brick and steel and will be equipped with modern machinery throughout.

Johnson & Son have completed the work of converting the old Defreese Mill at Goshen, Ind., into a modern grain elevator. The building is an old landmark and stands on the canal bank in that city. All the milling machinery has been torn out and the building remodeled for the storage of grain and seeds. An engine has been put in to operate the grain handling equipment.

MISSOURI, KANSAS AND NEBRASKA.

H. B. Karsting has sold his grain business at Mt. Clare, Neb.

The Home Grain Co. has completed its elevator at Courtland, Kan.

The Farmers' Grain Association of Thayer, Neb., is reported dissolved.

The Atlas Elevator at McLean, Neb., is now ready to receive grain.

J. H. Pope of Hastings, Neb., has sold his grain business at Edgar, Neb.

The Ruddick Co. has been repairing its elevator and cribs at Gregory, Mo.

Charles Bloedorn has leased the Van Allen Elevator at Platte Center, Neb.

The Duff Grain Co.'s new elevator at Turlington, Neb., is reported completed.

An addition, 28x30 feet, has been built to the Upton Elevator at Pierce, Neb.

Erickson Bros., grain dealers at Stromsburg, Neb., have dissolved partnership.

A new corn sheller has been placed in the Baer-Brunswick Elevator at Beattie, Kan.

The new elevator at Rosemont, Neb., is in operation with a Mr. Welsh as manager.

The Attica Grain Co. has been chartered at Attica, Kan., with a capital of \$6,500.

Work has been commenced on the Clarke Grain Co.'s new elevator at Papillion, Neb.

Construction work is now in progress on E. W. Clossen's new elevator at Sholes, Neb.

A Hall Distributor has been placed in the Peavey Elevator Co.'s elevator at Bloomfield, Neb.

The Elgin Elevator Co. of Elgin, Neb., has increased its capital stock from \$10,000 to \$30,000.

The Farmers' Elevator Co. of Unadilla, Neb., has been incorporated with a capital stock of \$8,000.

D. H. Cramer has installed an improved Hall Distributor in the new elevator at Spalding, Neb.

The Bartling Grain Co. is overhauling its elevator at Brock, Neb., and making necessary repairs.

The Farmers' Elevator Co. of Dorrance, Kan., has been incorporated with a capital stock of \$5,500.

The Lorraine Grain and Fuel Co. of Lorraine, Kan., has been chartered with a capital of \$6,000.

The Peavey Elevator Co. is installing a Hall Signaling Distributor in its elevator at Bancroft, Neb.

The Updike Grain Co. has purchased two improved Hall Distributors for its elevator at Ceresco, Neb.

J. H. Pope has closed his elevators at Roseland, Neb., for the present and removed to Hastings, Neb.

An addition has been completed to the McLucas Elevator at Gilead, Neb., greatly increasing the capacity.

J. H. Steinmeyer is reported to have sold his elevator at Beatrice, Neb., to R. R. Thorp of Lincoln, Neb.

A new 9-horsepower gasoline engine has been installed in the Peavey Elevator Co.'s house at Bancroft, Neb.

W. P. Everingim has sold his grain and seed business at North Loup, Neb., to I. A. Manchester of Ord, Neb.

A stock company with a capital of \$10,000 is being formed at Adams, Neb., to build an independent elevator.

H. O. Barber & Sons of Lincoln, Neb., have purchased J. M. Cox's elevator at Hampton, Neb., and taken possession.

An addition has been built to P. W. O'Neil's elevator at Beattie, Kan., and some new cleaning machinery installed.

The E. McCann Grain Co. is the style of a new corporation at Western, Neb., which succeeds E. McCann in the grain business. The capital stock is \$25,000, of which \$15,000 has been paid. E. Mc-

Cann, C. E. McCann and A. C. Gross are the incorporators.

C. A. Richey has installed some new equipment, including a 500-bushel hopper scale, in his elevator at Louisville, Neb.

An elevator to cost about \$3,000 is being erected at Holmesville, Neb., by the Farmers' Elevator Co. of Blue Springs, Neb.

The elevator at Wausa, Neb., owned by the Peavey Elevator Co., will be equipped with an improved Hall Distributor.

The new elevator at Ceresco, Neb., built by Henry Roberts of Arlington, Neb., is completed. This makes three elevators at Ceresco.

The Farmers' Elevator Co. of Blue Springs, Neb., is building a 20,000-bushel elevator at that place. It will be operated by a gasoline engine.

The foundation for the Farmers' Elevator Co.'s 40,000-bushel elevator at Syracuse, Neb., is in and work on the superstructure is in progress.

J. C. Wright & Son's new 10,000-bushel elevator at Papillion, Neb., will be ready for operation about the middle of December. It will cost about \$2,000.

The I. M. Yost Milling Co. of Hays, Kan., has purchased the old mill property at Wilson, Kan., and is converting it into a grain elevator and flour and feed store.

A company is being organized with a capital of \$10,000 to build an independent elevator at Randolph, Neb. Myron Whitney is at the head of the enterprise.

The Farmers' Co-operative Grain Association of Davey, Neb., is said to have secured a writ of mandamus to compel the railway company to grant it an elevator site.

The Crete Grain and Live Stock Association has been incorporated at Crete, Neb., with an authorized capital stock of \$15,000. The stockholders are farmers of that section.

The Baden Elevator and Milling Co. has been enlarging the corn cribs near its elevator at Udall, Kan. Two additions, one 16x16 feet and the other 32x16 feet, have been built.

The Farmers' Elevator, Mill and Coal Co. has been granted a charter at Lucas, Kan., and commenced business. Alfred Dorman is president and Edgar Nichols secretary.

A Mr. Bell is now building an elevator at Yenke, the new station between David City and Brainard, Neb. It is said that the Omaha Elevator Co. will also build an elevator there.

According to Atchison, Kan., advices the brick veneering will not be put on the Lukens Milling Co.'s new elevator at that place until next spring, allowing the building to settle first.

The old Andrews Elevator at Crete, Neb., owned by W. H. Ferguson of Hastings, Neb., has been opened for business after being closed for several years. W. R. Ward has charge as manager.

The new 300,000-bushel Burlington Elevator at Harlem, Mo., is now completed. It was erected by the Barnett & Record Co. and was to have been operated by the Harroun Elevator Co. It is said that another Kansas City company will operate the elevator.

Albert J. Brunswick of St. Joseph, Mo., secretary, treasurer and manager of the South Park Elevator Co., whose 75,000-bushel elevator was destroyed by fire on September 21, is formulating plans for the rebuilding of the structure. The intention at present is to erect a larger elevator than the burned one. Plans are now being prepared and the contract will soon be awarded and work commenced.

The Antle-Linley Grain Co. has been organized at Atchison, Kan., with a capital of \$25,000. It will operate country elevators in Kansas and Nebraska. The principal stockholders are Richard F. Antle, Charles Linley and Edward J. Small. Mr. Antle will retire from the S. R. Washer Grain Co. of Atchison, with which he has been connected for many years, to take the active management of the new company.

The Independent Elevator Co. has filed articles of incorporation at Omaha, Neb., with a capital stock of \$400,000, divided into shares of \$100 each. The incorporators are: G. W. Wattles, Frank Murphy, Guy C. Barton, Alexander L. Reed, Edward E. Bruce and Freeman P. Kirkendall. President A. B. Stickney of the Chicago Great Western Railway is one of the principal stockholders in the company. A 1,000,000-bushel grain elevator will be built in Omaha on the land owned by the Omaha Grain Terminal Co. Plans for the elevator have already been prepared and the promoters expect to have the house completed and ready for operation by April 1, 1905. It will cost about \$250,000. A flour mill may be built and operated in connection with the elevator later. The Omaha Grain Terminal Co.'s property on which the elevator will be built is located in the part of that city known as Sheely Station. The tract has lately been graded and put in shape for elevator and mill sites and railway trackage. The terminal company is largely owned by the Great Western interests.

WESTERN.

Lundgren & McMullen have engaged in the grain business at Idaho Falls, Idaho.

Victoria & Brown is the style of a new grain and hay firm at Minidoka, Idaho.

J. A. Miller & Co. have sold their grain business at Palouse, Wash., to J. K. Smith.

O. M. Collins has erected a two-story grain and feed warehouse, 50x100 feet in size, at Lewiston, Idaho.

Seldomridge Bros., dealers in grain, flour and feed at Colorado Springs, Colo., are building an addition to their elevator, increasing the capacity to 40,000 bushels.

The Salt Lake and Jordan Mill and Elevator Co. has been chartered at Salt Lake City, Utah, with a capital stock of \$100,000. The new corporation succeeds the South Jordan Milling Co.

The Harrington Milling Co. of Harrington, Wash., has purchased 355,000 bushels of wheat this fall, the largest amount ever purchased in a season during the company's existence of six years.

The total receipts of wheat at the four warehouses in Albion, Wash., up to the last of October were 175,000 bushels. About 10,000 sacks of oats and barley had also been received. It is said that 500 tons of hay were harvested in the immediate vicinity of Albion this year.

The W. A. Emmett Co. has been incorporated at Belmont, Cal., with a capital of \$50,000, to deal in grain and feed, and do a general merchandising and real estate business. The officers of the new corporation are: President, W. A. Emmett; treasurer, J. W. Doolittle, and general manager, H. C. Smith.

THE DAKOTAS.

An elevator is being built at Litchville, N. D.

The new elevator at Berea, N. D., is completed.

The second elevator is being built at Linton, N. D.

The new elevator at Troy, S. D., has been opened for business.

A. B. Coutts & Co.'s new elevator at Colton, S. D., is completed.

J. G. Brady is erecting an elevator and office at Herried, S. D.

Magnus Anderson is building an elevator at McHenry, N. D.

The Anchor Grain Co. has finished its new elevator at Souris, N. D.

The new Hill Elevator at Colton, S. D., is about ready for operation.

The erection of a co-operative elevator is talked of at Michigan, N. D.

The Colton Grain Co. has just completed a new elevator at Colton, S. D.

H. C. Webb's new elevator at Deering, N. D., is about ready for business.

J. P. Williams has completed a modern grain elevator at Delmont, S. D.

The Sioux Grain Co. is erecting a modern grain elevator at Fullerville, S. D.

De Laney Bros.' new 35,000-bushel elevator at Williston, N. D., is completed.

The Monarch Elevator Co. has built a flour and feed warehouse at Oriska, N. D.

The Sullivan Elevator Co.'s new 22,000-bushel elevator at Marion, N. D., is in operation.

J. N. Greiner and John McKenzie are doing a track-buying business at Bottineau, N. D.

The Dakota Elevator Co. has completed and started up its new elevator at Alice, N. D.

J. E. Stewart states that he will enlarge his elevator at Willow City, N. D., next spring.

The Powers Elevator Co.'s house at Kulm, N. D., has been opened with Peter Karpen as agent.

The Sutherland Elevator at Sykeston, N. D., is open for business with E. E. Evans as agent.

Weinstein Bros. are building a flat house at Pollock, S. D., and will engage in the grain business.

Oliver Knudson has sold his elevators at Michigan and Petersburg, N. D., to the Imperial Elevator Co.

Bartow & Andrews have asked for an elevator site on the Milwaukee right-of-way at Plankinton, S. D.

It is said that an elevator will be built at Orient, S. D., by George Hefner and A. Fritts of Hudson, S. D.

Business men of York, N. D., have put up a flat house and placed an independent buyer in the field.

The Lyon Elevator Co. has completed a new elevator at New Salem, N. D., making five at that point.

The South Dakota Grain Co. of Parkston, S. D., recently bought eight elevators located on the C. M. & St. P. Railway in South Dakota from L. N. Loomis of Minneapolis. This makes a line

of twenty elevators for this company, which is composed of Messrs. Doering, Kayser and others of Parkston.

W. S. Cooley has erected a grain warehouse, 24x60 feet in size, at Claremont, S. D., for the storage of millet.

C. H. Sowle of Granville, N. D., and W. W. Shepard of Glenburn, N. D., are erecting a grain elevator at the latter place.

The two new elevators at Hazelton, N. D., built by the Victoria and the Duluth Elevator companies, are completed and in operation.

Edward Alfson of Minnewaukon, N. D., has secured an elevator site at Flora, N. D., and will build an elevator at that place next spring.

W. Z. Sharp of Artesian, S. D., has just completed a new 30,000-bushel elevator at Junius, S. D. Ned Schoeneman is in charge as manager.

Larkin & Thompson, millers of Madison, S. D., have bought the S. Y. Hyde Elevator at Howard, S. D. Dave Theophilus will continue as manager.

John Schroeder of Armour, S. D., has asked the South Dakota board of railroad commissioners for an elevator site on the C. & N.W. Railway at Boonesteel, S. D.

The S. Y. Hyde Elevator Co. of La Crosse, Wis., has sold all of its elevators on the C. M. & St. P. Railway west of Madison, S. D., to Larkin & Thompson, millers, of Madison.

The new elevator at Taft, N. D., is completed. It is owned by Isaac Honstain, but has been leased and will be operated by the Duluth Elevator Co. N. E. Acker is to have charge as agent.

The Snyder Elevator Co. of Colman, S. D., has added another elevator to its line, having purchased the S. Y. Hyde Elevator Co.'s house at Bryant, S. D. Frank Allen is manager of the business at Bryant.

The Farmers' Elevator Co. of Doyon, N. D., has completed a new 50,000-bushel elevator at that point. It cost \$7,000. The company is composed of eighty-five farmers and business men and has a capital stock of \$50,000.

Stoddard & Ketcham of Madison, S. D., have bought seven elevators from the S. Y. Hyde Elevator Co. The houses are located on the Bristol branch of the C. M. & St. P. Railway north of Madison. This gives the firm a line of fifteen elevators.

Charters have been granted to the following: Farmers' Elevator Co., Rugby, N. D.; Mapes Farmers' Elevator Co., Mapes, N. D.; Farmers' Grain, Stock and Fuel Co., Maddock, N. D.; Farmers' Elevator Co., Sheyenne, N. D.; Manfred Farmers' Elevator Co., Manfred, N. D.; Harvey Farmers' Co-operative Association, Harvey, N. D.; Surrey Farmers' Grain Association, Surrey, N. D.

SOUTHERN AND SOUTHWESTERN.

The new Farmers' Elevator at Wakita, Okla., has been completed.

The Mart Grain and Elevator Co. of Mart, Texas, has its new building ready for use.

The new Bunch Elevator at Argenta, Ark., is now in operation. About twenty men are employed at present.

The El Reno Mill and Elevator Co. succeeds Hammers Bros. & Evans in the grain business at Douglas, Okla.

The Werkheiser-Polk Mill and Elevator Co. of Temple, Texas, has increased its capital stock from \$35,000 to \$70,000.

The old elevator at Kenton, Tenn., has been purchased by the West Tennessee Grain Co. and is being put in shape for operation.

The J. T. Stark Grain Co. of McKinney, Texas, has filed an amendment to its charter, increasing its capital stock from \$50,000 to \$100,000.

L. S. Plonsky and Donald G. Davis have purchased the Albany Grain Co.'s grain, hay and feed business at Albany, Ga., and will continue it under the same style.

The Empire Grain Co. of Oklahoma City, Okla., capitalized at \$50,000, has been licensed to do business in Texas. The company is erecting a 500,000-bushel elevator at Fort Worth, Texas.

P. P. Williams of Memphis, Tenn., W. H. Fitzhugh of Vicksburg, Miss., and T. W. Hells of St. Louis, Mo., have been looking over the ground at Mobile, Ala., with a view to erecting a large grain elevator.

The Waynesboro Milling Co. has been chartered at Waynesboro, Va., with a capital of \$15,000 to operate mills and grain elevators. J. C. Plaine is president; J. B. Patterson, vice-president, and O. L. Cohron, secretary-treasurer.

The Harris-Scotten Co. of Chicago has opened offices in New Orleans, La., and leased the Illinois Central Railroad Co.'s Elevator D at Stuyvesant Docks in that city. Possession will be given as soon as the new 40,000-bushel drier at the elevator is completed. F. P. Breckinridge will have

charge of the Harris-Scotten Co.'s New Orleans interests.

J. Lawrence Wade and E. F. Lowe have formed a partnership to engage in the grain business at Nashville, Tenn. Mr. Wade was for ten years connected with the Liberty Mills.

The Dan Joseph Co. has secured a tract of land in Columbus, Ga., and will erect a large grain elevator and a warehouse. The buildings will cost about \$15,000 and are to be ready for use by August 1, 1905.

The Arlington Grain and Milling Co. has been incorporated at Arlington, Texas, with a capital of \$10,000, to do a general grain and milling business. S. H. Ransom, W. W. Andrews, James Ditto, M. Ditto and M. F. Turner are the incorporators.

The New Orleans Terminal Co. is enlarging its Chalmette Elevator at Port Chalmette, La., and adding a drier with a capacity of 15,000 bushels a day. It is expected that the work will be completed by December 15. The elevator has a capacity of 500,000 bushels and is to be operated by electrical power. The J. Rosenbaum Grain Co. has leased the house and will operate it as soon as the Frisco System is ready to run trains into New Orleans, which will be sometime between December 1 and January 1.

CANADIAN.

The third elevator is being built at Abernethy, Assa.

A. Carss has engaged in the grain business at Rapid City, Man.

The assets of D. Godin, dealer in flour, fuel, etc., at St. Johns, Que., have been sold.

The North Star Grain Co. has completed a 25,000 bushel elevator at Davidson, Man.

W. D. Lamb has succeeded J. G. Pollock in the flour and feed business at Plumas, Man.

Smith & Forest succeed William Duthie in the flour and feed business at Vancouver, B. C.

P. C. Duncan, dealer in flour, feed and implements at Estevan, Assa., is erecting a new building.

Thomas Steele & Co. of Ridgetown, Ont., are building a 10,000-bushel bean elevator at St. Thomas, Ont.

J. S. Parker may build an elevator on the river front at Owen Sound, Ont., to be operated in connection with the linseed oil mill.

The new 500,000-bushel elevator of the Ogilvie Flour Mills Co., Ltd., at Fort William, Ont., is to be put in operation this month.

The Rushton Lumber, Grain and Supply Co., Ltd., has been formed at Wetaskiwin, Alberta, and will open branches in new towns in that district.

The firm of Poitras & Paradis, dealers in flour, grain, etc., at Quebec, Que., has dissolved partnership. The business will be continued by Charles A. Paradis.

R. J. Matheson has sold his interest in the wholesale grain, flour and feed business at Dartmouth, N. S., to his partner, D. Gunn, and retired on account of ill health.

The Farmers' Supply Co. of Rosthern, Man., has been incorporated with a capital of \$30,000, to deal in grain, etc. The new organization has purchased the 30,000-bushel elevator at Rosthern, owned by the Western Elevator Co. of Winnipeg. The consideration was \$5,000.

The Manitoba Grain Export Co., Ltd., has been registered in England with a capital of 10,000 pounds sterling to carry on in the United Kingdom, Canada and the United States of America, or elsewhere, the business of exporters and importers of and dealers in wheat, oats, barley, etc.

The members of the new Toronto Grain Survey Board are: Thomas Flynn, W. D. Matthews, Hedley Shaw, John Carrick, H. N. Baird, C. W. Band, J. D. Flavelle, J. C. McKeggie, J. S. Spink and W. E. Milner. The board, which was constituted by the Ontario grain inspection act, will hear appeals from the decisions of the grain inspector for the district of Toronto.

The Canadian Northern Railway Co. has notified the Winnipeg Grain Exchange that it will receive "tough" No. 1, 2 and 3 Northern wheat into its elevator at Port Arthur, Ont., for storage for fifteen days, after which it will be transferred to the drying plant for treatment. Heretofore the C. N. Ry. has transferred all "tough" wheat to the drying elevator when received.

The Department of Trade and Commerce has named Thomas A. Crane, C. B. Esdaile, Alexander McFee, J. S. Norris, A. G. Thompson and E. S. Jacques as a board of grain survey for the district in which the port of Montreal, Que., is situated. The following board of grain examiners has been named for the same district: James Caruthers, C. B. Esdaile, E. S. Jacques, H. D. Metcalfe and A. G. Thompson. Their duties will be to examine and test the ability and fitness of applicants for the positions of chief inspectors, inspectors or deputy inspectors of grain.

COMMISSION

T. H. Miller, formerly wheat trader for W. H. Laidley, Chicago, is now with C. W. Gillett.

J. Ogden Armour, head of the Armour Grain Co., Chicago, has gone to Europe, accompanied by his family.

R. W. Rathborne, for forty years flour inspector for the Chicago Board of Trade, has resigned on account of ill health.

Arthur R. Stapleton, a trader for the Milwaukee Elevator Co., has been elected a member of the Milwaukee Chamber of Commerce.

The J. Rosenbaum Grain Co. of Chicago carried off all the first prizes on exhibits of feed barley for export at the St. Louis World's Fair.

The H. J. Toher Grain and Commission Co. of Davenport, Iowa, has sold out to A. Koester Jr., a local real estate man, who will continue the business.

Price, Adams & Co. of New York have incorporated to deal in grain, coffee, etc. The directors are E. H. Adams and A. Price and the capitalization is \$50,000.

P. G. Miller, who operated an office at Newark, Ohio, for Claude Meeker of Columbus, is now representing the O'Dell Stock and Grain Co. of Cincinnati.

Friends of W. R. Beatty, who left Chicago on November 1 to take charge of an elevator at New Orleans, presented him with a handsome gold fob on the eve of his departure.

The Cronenberg Stock and Grain Co. of Toledo, Ohio, has been incorporated with a capital stock of \$100,000 by A. Cronenberg, W. Hurst, Scott Ross, E. Bradbury and M. M. Kent.

Leishman & Co., grain, cotton and stock brokers of Birmingham, Ala., assigned to D. W. Crawford on October 31. The failure is said to have been caused by the suspension of J. Walter Larabee in New York.

James A. Fitzsimmons, who has been representing W. R. Mumford Co., Chicago, in Illinois, is now oat salesman on 'change, and Edward E. Hunt, until recently in the office, is now traveling for the firm in Illinois.

Frank I. King, of C. A. King & Co., Toledo, was chosen an elector for his congressional district during his absence at St. Louis, where in company with Mrs. King and little Miss King he visited the World's Fair.

Nicholas J. Brogan, who left Boston on October 22 to accept a position with the Nye & Jenks Grain Co. of Chicago, was presented with a substantial testimonial of esteem by the members of the Boston Chamber of Commerce.

The Thomas Leishear Co. has been incorporated with a capital stock of \$5,000 to conduct a grain commission business at Baltimore, Md. The incorporators are Thomas Leishear, Blanchard Randall, George S. Jackson and others.

B. H. Holiday & Co., grain and stock brokers, have opened offices in the new Union Bank Building at Winnipeg. They are correspondents of the Edwards-Wood Co., St. Paul. John Bryner, late with the Edwards-Wood Co., is manager.

Wade & Lowe is the style of a new grain and hay firm that began business at Nashville, Tenn., on November 1. The members are J. Lawrence Wade and Ed F. Lowe. The former has been with the Liberty Mills for several years.

Articles of incorporation have been filed by H. E. Gooch & Co. of Duluth, Minn., who will do a general grain and stock commission business. The capital stock is \$25,000 and H. E. Gooch, Thomas D. Gall and D. J. Kuhn are incorporators.

Faris & Cannon have opened a grain brokerage business at Decatur, Ill., with offices on the third floor of the building at 116 Merchant Street. They write that the latchstring hangs out and a cordial invitation is extended to all friends to call on them when in Decatur.

F. S. Ackerman has severed his connection with Shearson, Hammill & Co. of Chicago, and will engage in business for himself. Mr. Ackerman was for many years with Counselman & Day, Counselman & Co. and Shearson, Hammill & Co. as manager of the grain departments.

Joseph Bagley, a popular trader in the Chicago Board of Trade wheat pit, stole a march on his friends on 'change while they were taking in the St. Louis Pike last month by being quietly married to Miss Mary O'Connor. But the frisky members decided that Mr. Bagley should not get off too easily. When he appeared in the pit one day recently the jokers were waiting for him. At a given signal a hundred or more handfuls and sackfuls of rice were fired at him, and before he could get his bearings a bouquet of maiden-hair fern and

bride's roses and a pair of old No. 11 shoes, tied together with white ribbon, were thrust into his hands.

Claude Meeker, successor to Meeker Bros. of Columbus, Ohio, grain and stock commission broker, assigned to Edward T. Powell on October 31. The liabilities are estimated at \$100,000 and the assets at \$30,000. It is stated that Mr. Meeker expects to resume business and that he will confine his attention to cash grain and securities. He expects to pay creditors in full if given time.

At the request of the lessees, Bryant & Co., the directors of the Chicago Board of Trade declared the City Elevator and the Galena Elevator irregular. Each house has a capacity of about 1,000,000 bushels, but there is little grain in either at the present time. The City Elevator property, which is at Fourteenth and Lumber streets, may be bought by the drainage canal trustees in carrying out their plans to widen the river.

Burt & Co., grain and stock brokers of Louisville, Ky., suspended business October 17, with liabilities of between \$10,000 and \$15,000. The firm was composed of J. T. Burt and A. G. McCampbell and had been in existence since 1897. Its troubles are said to have started with the wheat advance in July, followed by the rise in stocks. It is stated that Mr. McCampbell was formerly a member of the Chicago Board of Trade.

W. S. Crosby, who succeeds F. S. Ackerman as manager of the grain department of Shearson, Hammill & Co., Chicago, has been manager for Logan & Bryan for a number of years. He is succeeded here by T. J. Brosnahan, an office man for the firm for several years. Mr. Crosby, who has been on the Board of Trade since 1866, was presented with a handsome cut glass punch bowl by his associates of Logan & Bryan upon his retirement from this connection.

BARLEY IN NEW YORK.

The few fields devoted to barley in this vicinity yielded well, and the grain was of the best quality. Time was when this section was noted for its barley, but now this useful crop is almost abandoned for reasons which, while not plainly apparent to present farmers here, were doubtless valid at the time, says a correspondent of the Country Gentleman. In 1874, I remember helping to harvest a fine crop of barley which was eagerly taken by Rochester maltsters at \$1.20 a bushel; subsequently I left the neighborhood, and when I came back, eight years afterward, barley was then becoming an unusual crop in the fields, and no one seemed to know why, except that it was no longer a paying one to raise. So insignificant a crop is it that it does not appear in the local quotations, though I see it quoted at Buffalo, Western and Ohio. One would think that with their advanced knowledge of cultural methods and intimate acquaintance with the use of the different fertilizers, it would be worth the while of some of our progressive farmers hereabout to experiment with the crop, with a view to reinstating it if it be found profitable. Barley makes an excellent rotation crop, and is of high feeding value for animals, even if it does not always meet with the approval of the maltsters; our farming predecessors were possibly right in giving it up, but that is no reason why their up-to-date successors cannot put it again on a paying basis.

RIVER COMPANY QUILTS.

It is announced in New Orleans that the St. Louis and Mississippi Valley Transportation Company, which has been doing a large grain importing business at New Orleans for many years, is going into liquidation and that all of its property, consisting mostly of grain barges, which are all at the St. Louis end of the line, will be sold.

The Mississippi Valley Transportation Company, which was the father of grain handling in bulk at New Orleans, was organized in 1866. In 1881 the St. Louis and New Orleans Company was organized, but was bought out in 1881 by the Mississippi Valley Company, and the new organization became known as the St. Louis and Mississippi Valley Transportation Company. In the early part of the seventies the company started hauling grain down the river in bulk. That was the first time such a thing was attempted, and the first exportation of grain in bulk by steamer was made through this company at the old Ninth Street Elevator and the floating elevators used in the old days. The I. N. O. & T. R. R., now the Mississippi Valley, in 1891 built the Southport Elevator and became the first railway to handle grain in bulk.

The reason given for the withdrawing of the line is that the president, Henry C. Haarstick, has decided to retire from business. It is probable that the failure of the wheat crop, which was the mainstay of the trade, has also influenced the company in withdrawing from the business.

THE EXCHANGES

The new administration of the Minneapolis Chamber of Commerce was inaugurated on October 18.

The Duluth Board of Trade has voted to reduce the rate of commission on wheat from 1 per cent to 1 cent per bushel.

The freight bureau of the Chicago Board of Trade has been opened for business with E. B. Boyd as commissioner. It is located at room 74, Board of Trade Building.

W. S. Jackson, president of the Chicago Board of Trade, who has been seriously ill for some time, underwent an operation at Mercy Hospital, this city, on November 7. At last report he was said to be improving.

By a vote of 130 to 60 the Milwaukee Chamber of Commerce adopted the amendment creating fixed rates on cash grain and consignment business done by members. The penalty for violation of the rule is a fine of not less than \$250 nor more than \$1,000.

The proposition to make No. 2 Northern wheat deliverable on contract has been turned down by the members of the Minneapolis Chamber of Commerce. The millers were opposed to the change and were strong enough to defeat it, although favored by the elevator interests.

The arbitration committee agreed upon by the shipping interest at Chicago and New York under the inter-market agreement at Chicago are Walter Fitch, E. L. Glaser, J. M. Jenks, George S. Reynolds and S. T. Graff. At New York they are H. B. Day, W. H. Kemp, Yale Kneeland, E. Pfarrious and John Marshall.

The cornerstone of the new Chamber of Commerce Building at Baltimore was laid on November 5 by the officers of the Grand Lodge of Masons of Maryland. Those present included the governor of the state, the mayor of Baltimore, members of the Baltimore Chamber of Commerce and prominent business men. The ceremonies were very impressive.

The New York Produce Exchange has amended its rules so that the Exchange can purchase the memberships of living as well as deceased members. Heretofore it was only able to buy the latter. This enables the directors to reduce the liability of the Exchange instead of being allowed to run until it reaches the maximum gratuity of \$8,000. Upon retirement of such certificates all liability of the Exchange ceases, the accrued insurance being cancelled.

W. H. Harroun has resigned from the board of directors of the St. Joseph (Mo.) Board of Trade and has sold his membership to R. R. Clark, manager of the Davis Milling Co. The departure of Elliot Marshall, who went to Leavenworth some months ago, also created a vacancy on the board of directors. R. R. Clark and William Burke, secretary of the Harroun Elevator Company, were elected to succeed Harroun and Marshall. It is understood that the Elwood Elevator, controlled by Harroun, has been made irregular.

R. W. Rathborne has resigned as flour inspector of the Chicago Board of Trade. The resolutions of the directors accepting his resignation recite:

"Whereas, Mr. R. W. Rathborne has filled the office of chief flour inspector of the Board of Trade of the city of Chicago for over forty years, and during all that time has performed his duties with rare fidelity and has exemplified in the discharge of all the duties of the office unflinching integrity, resolved, that the thanks of the Board be and hereby are extended to Mr. Rathborne for his long and arduous services, and that we tender to him the expression of our sincerest sympathy in his sickness and extend to him our best wishes for his recovery."

BALTIMORE PROTESTS.

A special meeting of the directors of the Baltimore Chamber of Commerce was held on October 31 to consider the proposed advance in freight rates on grain announced by the Central Freight Association. The new rate becomes effective December 5 and is an advance of 20 cents per hundred on domestic grain and 16½ cents on export grain. The following preamble and resolution expressing the sense of the Chamber were unanimously adopted:

"The recent action of the Central Freight Association advancing freight rates on grain and grain products, effective December 5, 1904, on basis Chicago to New York, to 20 cents per 100 pounds on domestic grain and 16½ cents per 100 pounds on export grain, also to 20 cents per 100 pounds on domestic flour and 16½ cents per 100 pounds on

export flour, the Baltimore rates being correspondingly increased, will seriously affect the business of this port, decreasing the movement of these products, particularly of corn, which is now about to commence, and is a discrimination against Atlantic cities in favor of the Gulf ports, which have heretofore enjoyed an advantage and have not had an increase in rates at the present time; therefore, be it

"Resolved, That the Baltimore Chamber of Commerce, for itself, also in behalf of the interests it represents, earnestly protests against this unwarranted advance in freight rates by the Central Traffic Association, and petitions the authorities of the Baltimore & Ohio Railroad, the Pennsylvania Railroad and the Western Maryland Railroad to endeavor to preserve such rates necessary to protect the business of this port and which will insure the largest volume of traffic to the carriers in this territory.

"Furthermore, that the Baltimore Chamber of Commerce use all means in its power to obtain such reasonable and equitable rates as may be necessary to maintain the business of this port."

Copies will be sent to the officials of the three railroads named and to grain organizations in other cities on the Atlantic seaboard. A committee was appointed to take charge of the matter and defend the interests of Baltimore. The committee consists of Messrs. Robert Ramsay, Charles England and J. Collins Vincent.

PHILADELPHIA EXCHANGE CELEBRATES.

November 16 marks the fiftieth anniversary of the Philadelphia Commercial Exchange and the grain men will attend a banquet at the Hotel Bellevue-Stratford in honor of the occasion.

The committee on celebration consists of James L. King, Watson W. Walton, George P. White, William P. Brazer, Jones B. Canby, Charles Dunwoody, Samuel Bell Jr. and Lincoln K. Passmore.

During its fifty years of existence the Commercial Exchange has occupied a prominent place in the business life of the city. It sprang from the old Flour and Grain Exchange of Philadelphia, which was organized in 1854, with thirty-two stockholders. Afterward it was known as the Corn Exchange.

In May, 1869, it adopted the title of Commercial Exchange of Philadelphia.

The Exchange moved to the Bourse Building, in which it has since remained, in 1895.

Of the firms whose members were present when the Exchange was formed, three are still represented, E. Dunwoody & Co., James Steele & Co. and Alexander Young & Co., the distillers. The firm of Steele & Co. is out of existence, but is still represented in the Exchange by William W. Steele, who has been retired for some years. The oldest living member is George Raphael of Beverly, N. J., a retired commission merchant, who joined in 1855.

During the Civil War the organization raised a regiment, which was known as the Corn Exchange Regiment. Its official title was the 118th Infantry, Pennsylvania Volunteers, commanded by Colonel Chas. M. Prevost of the firm of Prevost & Herring.

CHANGES IN RULES AT TOLEDO.

The rules of the Toledo Produce Exchange have been amended as follows:

"First—Any person, partnership or corporation, not a member of this Exchange, who, in any dealing with any member of this Exchange, shall be charged by such member with any conduct inconsistent with equitable and honorable principles and modes of business, or of a violation of any commercial usage or rule established by the Exchange which governs or controls such dealings, shall, on complaint as hereinafter provided, be summoned to appear before the arbitration committee of the Exchange.

"In every such case the member of this Exchange making such charge shall file with the secretary a complaint in writing, setting forth in full the matters and things complained of, together with all telegrams, correspondence and papers pertaining thereto.

"It shall be the duty of the secretary immediately upon the filing of such complaint to forthwith notify in writing the party so charged of the filing of said complaint and furnish said party with a copy thereof, and request said party to appear before said arbitration committee at a time and place to be therein stated, not less than ten days after the filing of said complaint.

"Such notice shall be sent by registered mail to the business address of the party so charged.

"Second—At the time and place stated in said notice, or at any date to which said hearing may be adjourned by said arbitration committee, the parties interested shall be heard by said committee, which shall thereupon determine said complaint.

"Immediately after said determination has been so made, the secretary shall notify in writing the member preferring said charge and the party so charged of such determination.

"Third—In case said determination shall be against the party so charged, the secretary shall make a proper record of the same in his books and retain all papers pertaining thereto, and at the morning call session next thereafter shall announce the determination of said arbitration committee in said matter, and post a copy thereof upon the bulletin board of the Exchange.

"In case the party so charged shall refuse to abide by the said determination of said arbitration committee within ten days after being notified thereof as aforesaid, and after said determination has been announced and posted as above provided, no member of this Exchange shall represent transact any business with, for, or on behalf of said party, on the floor of the Exchange, until such party shall have complied with the said determination of said arbitration committee.

"Fourth—Any member of this Exchange who shall violate the provisions of the preceding paragraph shall be subject to a fine of \$100 for the first offense, and, in case said offense be repeated, said fine shall be doubled, and such member shall be suspended from the privilege of the floor of the Exchange until reinstated by the board of directors."

WORKING FOR THE BOUNTY.

Grain exporters, as well as others interested in shipping, are watching with considerable interest the movements of the French vessels now headed in this direction, says the Portland Oregonian of September 19. One of the disengaged bounty-earners, the Brizeaux, is already in port, and another, the Pierre Loti, is fully due from Honolulu. Both of these vessels, as well as a number of others which are heading in this direction, are owned by members of the Sailing Shipowners' Association, which has established a minimum rate of 27s. 6d. (\$6.60) from Portland. As everyone knows, it is an impossibility to find a charterer for a wheat ship at within five shillings of the price demanded, consequently the combine will be obliged to have its vessels remain idle or else secretly cut under the rate. The German and British owners, having no subsidy to draw, and accordingly being forced to depend on the freight money for operating expenses, will most of them lay their vessels up in preference to sailing at much, if anything, less than the 27s. 6d. asked.

With the Frenchmen the case is different, as the bounty is paid only on the number of miles sailed. While the ship is in idleness in port she is losing the rich subsidy, which alone is about sufficient to pay all operating expenses. A couple of the bounty-earners have sailed away from San Francisco in ballast for Caledonia, which offers about the best route for getting in the greatest number of miles. Conditions at Portland are a little more favorable for securing a cargo than they are at San Francisco, and it is believed that none of the bounty-earners will leave here in ballast. While their observance of the minimum rates fixed by the combine would prevent them accepting a rate lower than the 27s. 6d., there is nothing in the agreement to prevent the French shipowner from buying a cargo of wheat at any price which he might see fit to pay.

A cargo of wheat for European shipment could probably be purchased in Portland to-day on a basis of about 20s. (\$4.80) to 22s. 6d. (\$5.40). This loophole, by which the French owner can escape laying up his ship and losing the bounty, will probably be used to advantage after the vessels have spent a brief period in port.

Texas farmers are now talking of sowing durum wheat on cotton lands ravaged by the boll weevil.

The Interstate Commerce Commission has decided to resume further hearings in the differential grain rate controversy in Philadelphia, on Monday, November 21.

The Grain Standards Board of Manitoba on October 14 named two extra grades, No. 4 Extra, to cover wheat of too high a grade to go No. 4 and not of good enough quality to grade No. 3; and No. 5, to be a grade between No. 4 and feed. These two grades will be established by the chief grain inspector at his own discretion.

The Agricultural Commission of North Carolina is trying to prevent the importation of oats from the infected districts of Texas, where the cotton boll weevil is prevalent. This is the reason for the issue of an order making it a misdemeanor to bring anything of this kind from weevil-infested districts to North Carolina. What the Commissioner desires to do is to impress upon the people the great danger, and to induce dealers not to bring in oats or other products from Texas unless accompanied by a certificate from a United States entomologist to the effect that they did not come from a weevil-infested district. He thinks the weevil will thrive in that state. At any rate, the boll weevil is moving northward and eastward at the rate of about 40 miles a year.

CONCERNING THE EXPORT DIFFERENTIAL.

[From a paper by Charles England of Baltimore, read at the twenty-fifth annual meeting of the Ohio Grain Dealers' Association, 1904.]

The construction of the Baltimore & Ohio Railroad was commenced in 1828 by the laying of the corner-stone on July 4 of that year by the venerable Charles Carroll of Carrollton, the surviving signer of the Declaration of Independence, then 90 years old; and after many difficulties it was completed to the Ohio River July 1, 1853. The fact that this great work was projected and completed by Eastern interests only anticipated what Ohio's people would in time have done themselves, because the railroad traversed your natural outlet to the seaboard, and this route was yours by nature's decree. The inland penetration of a good harbor, which brings it near to the field of production, makes it essentially inseparable from all the territory tributary thereto. Ohio was early developed by those who proceeded you availing themselves of its natural advantages, it being of small consequence to them who commenced the work or continued its progress, and those natural privileges were most enjoyed during the periods of your greatest local prosperity.

About 1877, as the result of bitter railroad wars and the demoralization of business, an agreement was made by the transportation lines to preserve a certain parity of rates to the seaboard. This arrangement was not based upon the equity of location, but was a compromise, and like all compromises, certain sacrifices were made by the yielding up of important rights by those possessing the greatest advantages. Ohio suffered by this arrangement, and none of the subsequent agreements between the transportation lines have reinstated you in your former advantageous position, and the extent to which your interests have been thereby impaired cannot be fully computed. In 1882, after a repetition of railroad wars, and renewed demoralization to business, involving enormous losses to transportation lines, there came a general demand on the part of commercial, financial and transportation interests that rate wars should cease and that some tribunal should investigate and decide this disputed subject. As a result an agreement was entered into by the trunk lines to submit their differences to a commission composed of Allen G. Thurman of Ohio, E. B. Washburn of Illinois and Thomas M. Cooley of Michigan. These men were not only of undoubted ability, but were all residents of the Central West, hence could have no interest in building up one seaboard city at the expense of competing ports. The decision of this commission was an exhaustive statement which considered distance, cost of service, competition, also geographical position, and decided in favor of the so-called differential freight rates which, so far as Ohio is concerned, is a misnomer, and could more correctly be called Ohio's freight rate disadvantage.

You, however, accepted it, but as a matter of fact you had nothing to do with the arrangement which bound you; and while it was claimed in this decision that distance, cost of service and competition had been carefully considered, nevertheless Ohio's nearness to the seaboard and its natural outlets were only recognized by a difference of two and three cents per hundred to your two nearest Atlantic ports, whereas you had previously enjoyed an advantage of five, six, and at times, even eight cents per hundred for the same reasons.

Notwithstanding this disregard of your geographical position, the same interests which had partially deprived you of your rights were not willing to allow this small advantage to remain undisturbed, and in 1896 another attempt was made to take from you all that remained and place you upon an equality with less favorably located sections. For this purpose an action was brought before the Interstate Commerce Commission to abrogate entirely the differentials established by the Thurman-Washburn-Cooley Commission. The decision of the Interstate Commerce Commission in this case was rendered in 1898 and fully maintained the decision of 1882, and was considered as a final settlement of the question of differentials; but recently the same selfish interests, smarting under loss of business, ascribable to other causes, have again brought this matter before the Interstate Commerce Commission, hoping to accomplish that which up to this time they have failed in. While there is every reason to believe that their efforts will again be unsuccessful, your business demands that you should not, by remaining silent upon so important a matter, be misunderstood as being indifferent to the result, and for this reason your position should be clearly defined. Had this active organization been in existence in 1877, or alive to its interests in 1882, it is reasonable to assume that the rights of the business interests of this state would have received more consideration because of the influence you could have exerted.

In the action pending before the Interstate Commerce Commission, at one of the hearings held in

New York City, a representative of a Northern trunk line, which had very little to do with the early development of Ohio, stated in his testimony, by way of a special plea, that the proper thing to do would be to make the lowest rate given to any Atlantic port the rate to all the ports. There was no guarantee with this statement that after the lowest rate had been made the uniform rate the uniform rate would not in a short time thereafter be advanced in order that the existing rate might be profitable to the carrier having the longest mileage; and it would be small wisdom to allow any railroad line, with the longest mileage and disadvantageously situated, to make the rate for all the other lines. In 1898, when this same issue was before the Interstate Commerce Commission, it was then proposed that all the rates be advanced to the basis of the New York rate, and every sensible person believes that such will be the ultimate result if those who have nothing but selfishness to recommend their efforts should be successful in the present action. I have heard it said that the amount of the rate is immaterial if the rate is uniform; but you must not overlook the fact that the lowest freight rate you have on the products of your soil and factories means larger net results to the business interests of your state, and in this general prosperity you join.

For the purpose of explaining fully your relation to the seaboard in regard to distance, I will give you the shortest workable rail distances from the different sections of your state thereto, and the three principal cities across the northern section of your state from east to west show as follows:

	Baltimore.	Philadelphia.	New York.	Boston.
Toledo	590 miles	611 miles	735 miles	777 miles
Sandusky	558 miles	580 miles	687 miles	729 miles
Cleveland	483 miles	504 miles	622 miles	664 miles

The average distance of this section to the seaboard cities named is:

Baltimore	544 miles
Philadelphia	565 miles
New York	681 miles
Boston	723 miles

Taking three cities across the western section of your state from north to south, we have as follows:

	Baltimore.	Philadelphia.	New York.	Boston.
Van Wert	620 miles	641 miles	731 miles	845 miles
Greenville	620 miles	641 miles	731 miles	865 miles
Cincinnati	646 miles	667 miles	757 miles	927 miles

The average distance of this section to the seaboard cities named is:

Baltimore	629 miles
Philadelphia	650 miles
New York	740 miles
Boston	879 miles

Now taking three cities across the central section of this state from north to south, we find as follows:

	Baltimore.	Philadelphia.	New York.	Boston.
Mansfield	504 miles	525 miles	615 miles	796 miles
Columbus	526 miles	547 miles	637 miles	802 miles
Portsmouth	507 miles	502 miles	663 miles	902 miles

The average distance of this section to the seaboard cities named is:

Baltimore	512 miles
Philadelphia	558 miles
New York	648 miles
Boston	833 miles

Again, taking three cities across the eastern section of your state, from north to south, we find as follows:

	Baltimore.	Philadelphia.	New York.	Boston.
Akron	481 miles	502 miles	592 miles	703 miles
Zanesville	455 miles	550 miles	641 miles	807 miles
Athens	421 miles	516 miles	607 miles	821 miles

The average distance of this section to the seaboard cities named is:

Baltimore	452 miles
Philadelphia	522 miles
New York	613 miles
Boston	810 miles

Following up this statement of distances, I desire to show you how railroad authority regards distance as affecting the cost of carriage and its influence on freight rates, and for this purpose will quote from the testimony of the representatives of the Northern trunk lines, the same lines which are now endeavoring to deprive you of some of your natural advantages.

In August, 1879, a hearing was had at Saratoga Springs by a committee appointed by the New York Legislature to examine into freight rates and incidentally to ascertain why New York had lost business to the advantage of the more southern ports, then rapidly developing. William H. Vanderbilt, president of the New York Central Railroad in his testimony before that committee, in answer to the question whether he considered the Grand Trunk Railroad a formidable adversary to his railroad, replied as follows:

"They are trying to compete with us on 200 miles greater distance—the same as you would have us do with the Baltimore & Ohio Railroad."

At the same hearing Mr. Vanderbilt said: "I think the railroads have done their full share toward the prosperity of the city of New York, from the very fact we are transporting goods in competi-

tion with other roads 200 miles further for two cents more, 300 miles further than Baltimore is; and the great demand made by merchants was that we should do the business and carry their goods to New York at the same price they would come to Baltimore or Philadelphia."

At the same hearing, Hugh J. Jewett, president New York, Lake Erie & Western Railroad, was asked: "Have not you agreed on behalf of the Erie Railway Company to an arbitrary rate which makes a constant difference as against New York in favor of Baltimore and Philadelphia of respectively two and three cents per hundred?" He replied: "Yes, sir; we have made that and thought we were successful when we got it reduced from six, eight and ten."

Mr. Jewett, in answer to the question, "Is it true that New York is losing its business?" replied, "I think it is."

Question: "By reason of the shorter distance between New York and Philadelphia and Baltimore and Western cities?" Answer: "By reason of the efforts of those cities to increase their business in building it up, by reason of the fact that their distance does reduce the actual expense."

Question: "Is not the gradient of the New York Central Railroad very far superior to that of any other road?" Answer: "The gradients of the New York Central Railroad are less than other roads, but on the Pennsylvania Railroad their grades are concentrated; they are all at one point, so they can help without serious expense."

Question: "Supplemental power?" Answer: "Yes, sir; in New York it is in little hills, here, there and other places, which affect the power over the entire line; the grades of the Baltimore & Ohio Railroad spread out; but as a matter of expense of operating, the Baltimore & Ohio Railroad is the cheapest road of the trunk lines to operate, from the fact that it runs a great portion of its distance through a most valuable coal field. While the New York Central Railroad is paying three, or four, or five dollars a ton for its coal, the Baltimore & Ohio Railroad can bring it right out of the pit and dump it into the car of the engine possibly at 70 to 90 cents a ton. The advantages it has in fuel far outweigh any disadvantages it has in grades."

Mr. George R. Blanchard, vice-president of the Erie Railroad, and formerly connected with the Baltimore & Ohio Railroad, at the same hearing, said: "Disregarding all matters of grade, curvature, labor, iron, bridges, tunnels and everything else, disregarding all this trash, is there anybody who can say that with coal delivered to the Baltimore & Ohio Railroad at 90 cents per ton, while our lowest price is \$2; that with a difference in their favor of 200 miles in distance; that with cross-ties purchased in the mountains of West Virginia at one-half the money we have to pay, that this, with all these differences and disabilities, we can carry this extra distance for nothing and then show the same result per ton per mile on the whole distance? It is the most misleading suggestion that can possibly be submitted to the committee."

And further, in reply to the suggestion that flour should be carried to New York the same as to Baltimore, Mr. Blanchard said: "We are not called upon by any mercantile principle or usage to carry that extra distance for nothing; and there are no 272 miles of railroad that can be built for nothing, can be worked for nothing, that should be given to the public for nothing."

I have gone thus fully into this testimony to prove to you that notwithstanding glittering promises or specious pleading, no arrangement can be permanent which seeks to deprive any locality of a just rate on its exportable products because some other section desires to have its disadvantages subsidized; and this testimony further shows that the Northern lines must have compensation according to their mileage, and are attempting to nullify all the advantages you have because of shorter lines to markets having terminal facilities, if not superior, certainly equal to those offered by the Northern ports. And it shows further that when the difference in freight rates via the shorter lines was changed, your geographical position was subordinated to other interests and you cannot fail to appreciate that vigilance is necessary on your part to maintain the small remnant of advantage now left to you. You are, and have been for some time, paying New York a subsidy because of its disabilities. Let New York do as all other localities and cities have done—maintain itself on its own resources and not endeavor to deprive others of their rightful advantages. It holds no first lien upon your business, and it has no right to force your trade out of its natural channels, or penalize your business for its own greed.

Zahm & Co., Toledo, recently unloaded two immense carloads of clover seed. One, on October 21, contained 410 hags, of 1,074 bushels, which is believed to be the largest carload of seed ever shipped. The other arrived a few days later and contained 317 bags, or over 800 bushels, and worth about \$5,500.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Injury to Elevator Man Going Under Leaking Car to Repair Same.

A man in charge of a grain elevator at a station where there were double tracks and a side track discovered that a car standing on the side track loaded with shelled corn was leaking. He asked the conductor of a freight train, the engine of which had been doing switching, if they were through switching, as he wanted to fix the car. He was familiar with the method in which switching was done at that point, and, had he repaired the car immediately after the conversation with the conductor, he could have done so without risk. However, he waited some thirty minutes before setting about making the repairs, and then went beneath the car. In the meantime the conductor had received orders to do other switching, which the man admitted he knew were likely to be given to the conductor.

The Supreme Court of Illinois says, in deciding an action for damages for injuries the man sustained in having other cars thrown against the car mentioned (Chicago & Alton Railway Co. vs. Pettit, 70 Northeastern Reporter, 591), that it would seem clear that the railway company could not be held liable for the injury unless the persons in control of the engine knew, or by the exercise of reasonable care ought to have known, the man was beneath the car. In view of the fact that he knew orders to do other switching were likely to be given to the conductor, it was negligence on his part, thirty minutes after he had talked with the conductor, to go beneath the car without notifying the conductor, or some other member of the train crew, that he was beneath the car, engaged in repairing the bottom of the car. The law, under the circumstances, did not require the agents of the company to search beneath the cars standing upon the side track to ascertain whether the man was beneath them, or to search him out elsewhere to learn whether he was in a place of safety, before they might rightfully proceed with their work. It was the man's duty, having waited the length of time he did after talking with the conductor, before placing himself in the perilous position in which he was found after his injury, to take all necessary steps to protect himself from injury by reason of moving cars. On account of his negligence, he could not recover damages for his injury.

Risks Assumed in Crossing Railway Track in Elevator.

A millwright in the service of a grain company, whose duties took him to every part of its elevator building, in attempting to go across a railroad track within the elevator building, from the platform on one side to the platform on the other, had an empty car standing upon the track kicked against him. The person in charge of the work of placing these cars within the building to be unloaded was also an employe of the grain company, and neither the millwright nor said other employe had any authority or control whatever the one over the other. The method by which the loaded cars were placed within the elevator building was for an employe to go out on the spur track and loosen the brake of the cars wanted and with a pinchbar to start them down the track, when they would of their own inertia run into the building, where the momentum thus acquired would be sufficient to kick out the empty cars then standing on the track ready to be removed.

The Court of Civil Appeals of Texas thinks it clear (Sauls vs. Chicago, Rock Island & Texas Railway Company, 81 Southwestern Reporter, 89) that the railway company was in no sense liable for the accident, it neither owning nor operating the road or track upon which it occurred. It thinks it also equally clear that the grain company was not liable, because whatever negligence there was shown was the negligence of a fellow servant of the millwright. That they were fellow servants, it says, seems too plain for discussion, since both were engaged in the common service of the grain company, in conducting and carrying on the same general business, and neither was in any sense under the control or direction of the other.

Furthermore, the court thinks a peremptory instruction for the grain company justifiable upon another ground. The millwright was shown to have been in the service of the company for a number of months. At the time of the accident, when he undertook to pass from one platform to another across the track between two empty cars, he necessarily knew that there was neither watchman, barrier, nor other guard to warn him

of the approach of loaded cars, which were shown to have been run in every few minutes continuously; and whatever defects, omissions or other negligence upon the part of the company existed at the time in respect to this situation, he necessarily knew thereof. The situation was open and obvious to anyone. There were no latent defects, or secret dangers. He undertook under these circumstances to go into a place of known danger, and in doing so he assumed the risk of the cars being kicked out in their usual and customary manner.

Liability for Defective Unloading Appliances.

A scooper employed by the Lake Carriers' Association in unloading grain from a boat into an elevator was killed by the fall of a "snatch hock," due to the parting of a defective and insufficient rope which held it. The steam shovel and appliances used in elevating the grain were owned by the elevator company. They were kept in a place accessible to the scoopers; and whenever a boatload of grain came to an elevator belonging to the company, the scoopers obtained the shovel and tackle and disembarked its load of freight. The elevator company received for its shovel and appliances \$1.20 for each 1,000 bushels unloaded. It kept a man in its employ who was present at the unloading, as its representative, to furnish any supplies needed in the operation of the steam shovel and with general superintendence over the same. If any part of this gearing was inadequate or needed remedying, this employe supplied it. Two or three days before the accident he put in this rope.

To recapitulate, the scooper killed was not in the employ of the Elevator Company. The appliances, however, were furnished by it to use for the purpose of unloading the grain. Its man had charge of this business. The appliances were furnished at a specific compensation and were used as designed and intended. Was the Elevator Company liable? The fourth appellate division of the Supreme Court of New York says (Connors vs. Great Northern Elevator Co., 85 New York Supplement, 644) that when the Elevator Company turned over the steam shovel and its appliances to the Lake Carriers' Association to be used in unloading grain, it knew that the grain was to be taken out by a large number of scoopers. It impliedly invited these men to go into the hold of the freighter with the assurance that it had furnished appliances which rendered the performance of the work reasonably safe, so far as such tackling was concerned. Its obligation to the men who did the work was to furnish fitting appliances. They had a right to assume that this had been done. The Elevator Company, to be sure, made its agreement with the Lake Carriers' Association, and there was no privity of contract between the Elevator Company and the scooper killed, in that he was not in its employ. The liability of the Elevator Company was not contractual in its character. It undertook to furnish appliances for a particular work, the negligent performance of which duty it knew imperiled the lives of many men. Having for an adequate compensation undertaken to furnish this tackling with full knowledge of its use, it assumed a responsibility to those who were injured while it was being operated precisely as intended.

It is also to be noted, the court says, that the scooper's death was the natural and probable result following the parting of the rope and the consequent falling of the block. The injuries were not unexpected, but were to be anticipated readily; and it was incumbent upon the Elevator Company to protect the men against an accident which it could easily prevent.

PACIFIC COAST WHEAT IN THE EAST.

Authorities differ as to the amount of Pacific Coast wheat that has come east. A month ago the amount was estimated at ten million bushels, an estimate which board of trade guessers said was too high by a hundred per cent. The Journal at Portland, Ore., on October 19, placed the amount at thirteen million bushels, and added that "some of the grain men say that if the present orders are filled by the Northwest 15,000,000 bushels would be a closer estimate."

"The demand for bluestem has caused the millers of Puget Sound to look to their supplies, for the Easterners are buying so much that they will not have a sufficient amount for their own needs."

"There is still a shortage of cars for Eastern shipment and some of the millers give this as a reason for their not accepting any more orders. On the other hand, it is said that the millers of the coast are frightened and want to see just how much wheat they have before they sell an additional bushel. Bluestem wheat has become so scarce on the coast that mill men of California are compelled to bring supplies all the way from Kansas. This they would not do if they could get the wheat in the Northwest."

IN THE COURTS

Hulburt, Warren & Co., Chicago, on October 20 began suit against Joseph Leiter on a promissory note of \$10,000.

Wm. DeHoop, dealer in hay and grain, Zeeland, Mich., was on October 14 adjudged a bankrupt at Detroit; debts, \$1,900; assets, \$500.

H. W. Helwig, grain dealer, Muskingum County, Ohio, on October 17 filed at Columbus a petition in bankruptcy; debts, \$3,160.75; assets, \$875.45.

The Farmers' Co-operative Grain Co. of South Bend, Neb., on October 25 began suit against L. R. Cottrell of Omaha for \$357.13. According to the petition this is the balance due on shipments from the company to Cottrell, amounting to \$3,007.60. The plaintiff says all but the amount asked has been remitted.

Farmers who had wheat in storage in the grain storage of the Salem Flouring Mills, Salem, Ore., when it burned, in September, 1899, have recovered judgments in the trial court for the value of the grain in store. The court's decision in substance is that the delivery of the wheat and the issuance of load checks and receipts constituted a sale and not a storage, the total amount, \$4,000, being the value of about 8,000 bushels of wheat.

The action of Goderich Elevator Co. against the Dominion Elevator Co. has been dismissed. The suit grew out of a misunderstanding of the rate terms of a contract for 150,000 bushels' space for the winter of 1902-03 in the Goderich Elevator. The amount claimed was \$2,250, the Dominion Company having refused to use the space when it understood the terms.

John Ehr of Minot, S. D., on October 20 obtained judgment against the Osborne-McMillan Elevator Co. He claimed that he delivered seven loads of flax to the Elevator Company and received pay for only six. Ehr held receipts for six loads and a storage ticket for another. The Elevator Company claimed that one of these receipts represented the same flax covered by the storage ticket, while the teamster swore positively that he had loaded seven loads and that each receipt represented a load and the storage ticket another one.

The Illinois Supreme Court has denied the petition of Wm. Wakefield of Princeville, near Peoria, to dismiss the appeal of Van Tassel vs. Wakefield, a suit involving possession of an old elevator at Princeville. Years ago Best & Wakefield bought a lot from Van Tassel and agreed not to use it for elevator purposes. They violated this agreement, and Best sold his share to Wakefield; but the courts gave the lot back to Van Tassel, and the elevator to Wakefield. Then Van Tassel appealed from the decision giving Wakefield the elevator. The latter wanted the appeal dismissed, but this has been denied.

The Supreme Court of Nebraska has overruled a demurrer to the mandamus suit to compel the Kansas City & Northwestern Railway to provide terminal facilities for an elevator at Virginia, Gage County, owned by the Farmers' Elevator Association. The action of the Supreme Court, while it does not finally determine the issue in the suit which will now be considered on the merits, practically affirms the validity of the new elevator law, which has been under discussion since its enactment. The suit was an original action for a writ of mandamus. A new company had erected an elevator and the sidetrack to the old house was removed. The suit was to compel the company to install a new sidetrack which would permit the company to ship grain. The principal objection urged by the company was the fact that there was already one elevator doing business in the town.

A verdict for \$5,649.24 was given the Kellogg Elevator Co. of Buffalo in its suit against Geo. F. Sowerby, as president of the Western Elevating Association, the Lehigh Valley, West Shore, New York Central, Erie and Delaware, Lackawanna & Western Railroads, in the Supreme Court at Buffalo. In this action the Kelloggs allege the railroads and the Western Elevating Association made a contract by which the railroads paid the Association ½ cent a bushel rebate on grain passing through Buffalo; that the defendants in 1900 conspired to ruin his business, because he would not join the elevator pool, by charging increased rates for shipment East from his elevator in Buffalo, as compared with the rates for shipments East from the other elevators. He showed that the boycott began on June 15, 1900, and continued to harm his business for two or three seasons afterward. The suit in question was begun on July 9, 1900, and the verdict for \$5,649.24 represents what he proved were his losses till his suit was begun, about October 1. At the first trial of the suit, in Buffalo last year, the justice non-suited the plaintiffs. On ap-

peal the Appellate Division unanimously reversed that order and directed the new trial.

On September 13, 1903, the L. C. Daniels Grain Company of Hartford, Conn., directed Albert C. Field, so Mr. Field alleges in his suit heard at Hartford, to buy 15,000 bushels of corn for it. Field bought the corn from W. H. Merritt & Co. of Chicago at 61 cents a bushel, and it was alleged that he so notified the L. C. Daniels Grain Company. It is claimed that on October 10, 1903, the Grain Company notified W. H. Merritt & Co. to make their draft on it. The Grain Company refused to honor the draft and refused to accept the corn. Field notified the L. C. Daniels Grain Company that he would sell the corn to its account and hold it liable for any loss that might result from the sale. The corn was sold at 54½ cents a bushel and at a total loss of \$975, and Field further alleges that he expended \$118 in making the sale. On April 18, 1904, W. H. Merritt & Co. assigned its interest under the contract to Field, and Field sues the L. C. Daniels Grain Company for \$1,300. The arguments of the demurrer were on technical questions of legal form.

FOREIGN NEWS

Ireland produces more oats than Scotland.

English millers have taken another step toward buying wheat by sample and not by certificate by the appointment of a committee, with members at each port to look after the interests of importers.

Reports from Mexico indicate that the wheat crop in that country this year will be large enough to supply the home demand and that there will be no need to import any from the United States. Mexico produces as a rule so little wheat that it has been compelled at times to draw on the American supply.

The delta of the Tigris and the Euphrates, once the heart of the world's civilization, now partially a desert and partially a swamp, contains over 5,000,000 acres of land. It is claimed that wheat in its wild, uncultivated state has its home in the semi-arid regions, and that from here it has been transported to every quarter of the globe.

It is announced that American capitalists, represented by the firm of Taylor & Howat, lawyers of Mexico City, Mexico, have applied for concessions and intend to erect three large grain elevators in Mexico. One of these will be built in the Federal District and one in each of two states. It has not yet been definitely decided which states these will be, but it is thought they will probably be Puebla and Jalisco.

The Leith Grain Elevator Warehousing Co., Ltd., has just completed a grain elevator at Edinburgh Docks, Leith, on ground leased from the dock commission. The building has a capacity of 1,000,000 bushels and is provided with all up-to-date facilities for receiving, weighing, storing and delivering grain. The whole of the machinery is driven by electric motors. The cost of this elevator and warehouse was \$300,000. It was built for a local company by a Port Huron (Mich.) firm.

An Odessa cable of November 8 says that owing to the extraordinary accumulations of grain, the block is returned at 91,186 vans and trucks, containing about 1,000,000 tons of grain. This would load 525 steamers and sailing vessels. It is added that grain blockades are bound to assume even greater proportions during the next few weeks, and it is doubtful whether the last of the sidings will be cleared without the assistance of the waterways at the opening of next year's navigation.

The government returns of the acreage under crops in Great Britain were first collected and published in the year 1868. The extent of land under wheat was then returned at 3,652,125 acres. In 1869 it rose to 3,688,357 acres, which is the largest total on official record. Never before, however, has the area under wheat in the island been returned at so low a level as 1,375,284 acres, which is the total of the returns officially collected throughout the country in the first week of June, 1904.

Dun's Review says: "We are informed by a correspondent that no flour or wheat can be imported into Funchal, Madeira Islands, a colonial dependency of Portugal, until the entire wheat crop of Portugal has been exhausted, when a commission in Lisbon allots the quantity each miller can buy. It is also provided by law that one miller cannot buy from another. This is only an illustration of the peculiar customs regulations in force in this little colony, and exporters will therefore do well to secure full information regarding the possibilities and restrictions in their lines before seeking to develop trade there."

CROP REPORTS

The fly is reported from Missouri, Kansas and Nebraska.

Fall seeding in most sections of Texas has been done under favorable conditions.

Reports from Washington indicate that a large acreage of fall wheat has been sown.

The corn crop in Southeastern South Dakota is said to be larger than last year and the quality is also higher.

Dry weather has retarded the growth of fall wheat in Tennessee, there not being sufficient moisture in the soil to germinate the seed.

Doane Robinson, secretary of the South Dakota Agricultural Society, has just issued his final estimate of the state's wheat for 1904, placing the crop at 42,266,000 bushels.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, has reports from 400 correspondents on Kansas corn, which indicate a yield of 123,000,000 bushels.

A special bulletin issued on November 1 by Wm. G. Burns, director of the Illinois weather bureau, says that corn was practically safe in all districts before killing frost arrived. Considerable husking and cribbing has been done. Fall wheat and rye are in satisfactory shape.

The following bulletin on the crop of Western Canada has been issued by the Northwest Grain Dealers' Association: Wheat—3,420,411 acres, at 17.5 bushels per acre, 59,857,190 bushels. Oats—1,205,960 acres, at 27 bushels per acre, 44,620,520 bushels. Barley—392,569 acres, at 26.8 bushels per acre, 10,520,850 bushels. Flax—46,540 acres, at 11.4 bushels per acre, 530,550 bushels. Percentage of wheat, No. 4 and under, 30 per cent.

The Michigan report for November, as summarized by C. A. King & Co. of Toledo, makes the average condition of wheat sown this fall 99, against 84 a year ago and 47 last June. Two years ago their condition was 83 and 84 three years ago. Wheat area sown this fall, 86 per cent. Last year it was 900,000 acres, but 260,000 were afterward abandoned. They have had bad luck for some years. Their crop this year is only 5,500,000 bushels. They had 15,500,000 in 1903, 18,700,000 in 1902, only 9,300,000 in 1900, but 34,000,000 in 1898. Their bread and seed requirements are about 13,000,000.

State Statistician Johnson says that it will not be long before Indiana will have to be taken from the list of wheat-producing states. He estimates the crop of this year at only about 12,000,000 bushels, whereas the average of the eleven years ending 1903 was 33,688,254, and that period included the short crop of 1900, when only 7,840,947 bushels were produced. The state's largest yields in that period were 51,001,080 bushels in 1898, 50,792,620 bushels in 1894, 44,345,440 bushels in 1902, and 38,114,708 bushels in 1893. There were two lower yields in the period than that of 1903, when it was 27,713,357 bushels.

The Ohio state report, dated November 1, places the winter wheat area at 1,859,534 acres and the condition of the growing crop at 87 per cent of an average. The prospect for corn indicates 71 per cent of an average. In many parts of the state the crop is not husking out as well as anticipated, and this has caused a slight reduction in estimated prospect since the last report. Considerable corn was cut too green and much of it is soft and moldy. In the northern part of the state the crop was injured by the frosts that occurred in September, and while there are good and even excellent crops in many sections, the average for the state will be low.

According to the preliminary returns to the chief of the bureau of statistics of the Department of Agriculture, estimates on the production of corn in 1904 indicate a total yield of about 2,453,000,000 bushels, or an average of 26.7 bushels per acre, as compared with an average yield of 25.5 bushels per acre as finally estimated in 1903, 26.8 bushels in 1902 and a ten-year average of 24.2 bushels. The general average as to quality is 86.2 per cent, as compared with 83.1 last year, 80.7 in 1902 and 73.7 in 1901. It is estimated that about 4.6 per cent of the corn crop of 1903 was still in the hands of farmers on November 1, 1904, as compared with 5.2 per cent of the crop of 1902 in farmers' hands on November 1, 1903, 1.9 per cent of the crop of 1901 in farmers' hands on November 1, 1902, and 4.6 per cent of the crop in farmers' hands on November 1, 1901. Flaxseed—Preliminary estimate of the average per acre is 10.2 bushels, as compared with a final estimate of 8.4 bushels per acre in 1903 and 7.8 bushels in 1902. Average as to quality is 92 per cent, as compared with 84.9 one year ago. Hay—

Preliminary estimate of average yield per acre, 1.52 tons, against an average yield of 1.54 tons in 1903, 1.50 tons in 1902 and a ten-year average of 1.35 tons. Average as to quality, 92.7 per cent, against 91.3 one year ago, 85.7 in 1902 and 91.3 in 1901.

Des Moines grain buyers and line elevator men have received replies to inquiries sent to agents all over the state regarding the percentage of marketable corn in Iowa's crop this year. The reports indicate that the yield of No. 2 will exceed that of any crop of the past 15 years. One prominent buyer says: "There is a probable yield of 300,000,000 bushels of marketable corn in Iowa, much of the corn having matured in the last few weeks, and of this I believe, of the reports received, 75 per cent will grade No. 2 and bring the highest market prices. The weather has been adapted to drying out the crop and perfecting its condition right up to this date and already the work of cribbing is going forward."

B. W. Snow says returns covering more than half the producing country show an average corn yield of 27 bushels, or 2½ bushels better than the government report indications, and suggesting a total crop of 2,500,000,000 bushels. The general quality is high. In Nebraska and the uplands of Iowa the quality is especially good and the yield heavy. October was generally favorable for drying and some cribbing had already begun. The winter wheat acreage already sown is larger than the area harvested in every state and the final net increase will be heavy. Dry weather has prevented good growth in Tennessee, Kentucky, Southern Ohio and in very limited localities in Illinois, Indiana and Missouri. In all other parts of the belt the growth situation is excellent and the general situation, as a whole, very good. Hessian fly is scattering reported in portions of the Ohio Valley and occasionally in Missouri and Kansas, but its presence is less marked than last year, or in 1902, and only occurs in early seeded wheat, which represents but a small fraction of the total.

BARLEY AND MALT

The repairs to the American Malting Co.'s elevators at Simpson and Stockton, Minn., have been completed.

The Rice Malt and Grain Co. of Chicago has taken out a building permit for the erection of a one-story and basement brick building in this city to cost \$4,000.

The malt house of W. H. Rickel & Co. at Gratiot Avenue and Dequindre Street, Detroit, Mich., was damaged by fire to the extent of about \$40,000 on November 7. Insurance to the amount of \$47,500 is carried on the property.

At the annual meeting of the stockholders of the American Malting Co., held in Jersey City, N. J., on November 10, the retiring directors were reelected, with the exception of Frederick Uhlmann, C. W. Goodyear, F. D. S. Bethune and A. Tag, whose places were filled by J. C. McCune, E. M. F. Miller, Albert M. Tarlin and A. Murray Young.

San Francisco, Cal., advices under date of October 28, upon the scarcity of barley for export, say: "Vessels taking out grain cargoes at Port Costa, Cal., are having considerable trouble, owing to the scarcity of barley and other cereals. Many of the ships that were chartered have had to remain idle, and those that began loading have been delayed. The cause of the trouble is that the early rains spoiled most of the barley."

A report from Dayton, Wash., dated October 21, says: "Despite the claims of the growers that none of this year's barley crop remains in the county unsold, there are 200,000 sacks stored in the various warehouses throughout the county. The reports have been circulated to bull the market, and it is asserted by buyers that any farmer can bring in a few hundred sacks and bull the market at least 5 cents. Barley has been sold for 93 cents at Walla Walla for the home market, but export prices have not exceeded 93 cents a hundred."

Hotelet & Co., wholesale malt, grain and feed dealers of Milwaukee, Wis., are inaugurating an enterprise in Mexico for the production of malt on a large scale. The sum of \$70,000 will be invested in the malt house. A concession has been secured from the state of Queretaro by L. Domingo Barrios Gomez, and according to its terms they are required to plant the required barley and harvest it in that state. A bond of \$2,750 has been deposited with the National Bank of Mexico as an evidence of good faith and work on the establishment will probably commence soon. Liberal terms have been granted by the government and all machinery and material of construction will be free of import duty during the time required

for the erection of the plant and for the period of a year following. The usual exemption from Federal taxation has also been granted. The enterprise is a comparatively new one in Mexico and the field is unoccupied.

A much larger acreage than in 1903 was sown to barley in the state of Washington this year. Barley brought an average of 50 cents a bushel in Washington last year, and the 1903 crop amounted to 6,158,257 bushels. This year it is estimated that the area sown to this crop was 167,361 acres, as against 162,487 in 1903, but the latest information received by the Agricultural Department is that the yield will be considerably less than last year, and that the 1904 crop will foot up 5,824,162 bushels. Last year the barley crop in Washington was worth approximately two-thirds as much as the winter wheat crop.

The Orange Judd Farmer in a recent estimate of the barley crop of 1904 places the total acreage at 5,434,000 acres; the average yield per acre at 26.6 bushels, and the total yield at 144,451,000 bushels. The yield of 1903 was 139,145,000 bushels, an average per acre of 26.3 bushels for the 4,942,000 acres producing barley last year. The ten largest barley-producing states for 1904 and the yield of each is as follows:

	Acres.	Per Acre.	Bushels.
New York	110,000	27.0	2,970,000
Wisconsin	507,000	31.0	15,717,000
Minnesota	1,121,000	28.7	32,173,000
Iowa	595,000	28.0	16,660,000
Kansas	145,000	20.5	2,937,000
Nebraska	104,000	28.0	2,912,000
North Dakota	606,000	27.9	16,907,000
South Dakota	375,000	27.0	9,839,000
California	1,365,000	21.8	29,757,000
Washington	165,000	35.0	5,775,000

In the report of the American Malting Co., published on October 31, the stockholders are urged to take up the matter of reducing the company's capital, which now consists of about \$14,500,000 each of common and preferred stock. This action is recommended by Frederick Uhlmann, chairman of the board; Robert M. Galloway, chairman of the finance committee, and Louis L. Stanton, treasurer, in the following statement: "With the deficit now reduced to a figure below the amount reserved out of the earnings for depreciation, etc.; with a working capital of over \$6,700,000, which is ample for the company's requirements, the time is approaching when the earnings of the company might properly be distributed among its shareholders, provided its capitalization be reduced to conform to its property and earning capacity. We, therefore, strongly recommend to the stockholders that the matter be taken up immediately after the pending legislation is disposed of." The financial statement for the year ended August 31 shows the company's deficit decreased \$116,514, and now stands at \$161,667, although the trading profits were only \$498,359, a decrease of \$388,209. Concerning the year's business the annual report says: "The conditions prevailing during the last year have been singularly adverse to the profitable conduct of the company's affairs. Aside from the interference with the business caused by the contest at the time of the last annual meeting, the crop of barley was of exceptionally poor quality, so that the 'increase' ordinarily one of the sources of profit in the manufacture of malt was practically nil. Added to this, the extremely cold weather and the prevalence of strikes, reduced largely the consumption of malt by the brewers. In these respects the outlook for the coming year is much better." During the year \$83,993 was withdrawn from the sinking fund and used in partly rebuilding the Kraus-Merkel plant in Milwaukee. The company made further purchases of \$233,000 first mortgage bonds and now has \$385,000 par value owned and held in its treasury. During the year the plants and good will account was increased by the expenditure of \$102,891 for new construction and reduced \$86,494 by sales of real estate and proceeds of fire insurance.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.			
Imports—	Bushels.	Value.	
September, 1903	69	\$	40
September, 1904	10,031		5,124
Nine mo. end. September, 1903..	7,745		3,990
Nine mo. end. September, 1904..	38,535		19,470
Exports—			
September, 1903	1,638,820		931,039
September, 1904	689,542		371,071
Nine mo. end. September, 1903..	4,787,154		2,729,689
Nine mo. end. September, 1904..	3,596,101		2,017,904
BARLEY MALT.			
Exports—			
September, 1903	33,826		24,089
September, 1904	44,119		31,776
Nine mo. end. September, 1903..	291,530		213,883
Nine mo. end. September, 1904..	386,746		276,663

The sale of corn shellers in the Corn Belt has been unusually heavy this fall.

TRANSPORTATION

The International and Great Northern has made a reduction of 5 cents in rice rates from Houston and Galveston, Texas, to territory east of the Mississippi River and north of the Ohio. The reduction has the effect of putting the two Texas cities on a par with New Orleans.

The Monongahela River Consolidated Coal and Coke Co. has purchased the business of the St. Louis and Mississippi Valley Transportation Co. at St. Louis for \$200,000. It is said that this will make the river coal combine the most important factor in the grain trade between St. Louis and New Orleans.

The trunk lines on November 1 put into effect an advance of ½ cent per bushel on wheat, flax, corn, rye and barley from Buffalo to Atlantic ports. These rates are operative until November 16, when another ½ cent advance goes into effect. This is said to be due to the improvement in the export outlook.

The Chicago, St. Paul, Minneapolis & Omaha Railroad has put into effect a reduced rate on grain and grain products from Nebraska points to Omaha. The new tariff makes reductions of ½ to 2 cents per hundred, and is said to be for the purpose of securing grain trade into Omaha from the northeastern part of the state.

It is announced that grain traders in the principal Atlantic ports will protest against the advance in grain freight rates between Chicago and the Atlantic seaboard which goes into effect December 5. The Baltimore Chamber of Commerce has taken the initiative in the matter and it is probable that the other exchanges will get into line.

At a meeting of the Central Freight Association held in Chicago on October 26 it was voted to increase the rates on grain and grain products from Chicago to Atlantic ports. The new rates, which become effective December 5, show an advance of 1½ to 2½ cents per hundred pounds. The rate on domestic grain was increased from 17½ to 20 cents and on export grain from 13½ to 15 cents. The rate on flour for export was increased from 15 to 16½ cents and on domestic flour from 17½ to 20 cents.

A joint circular has been issued by the western lines of the Canadian Pacific and by the Great Northern regarding mixed carloads of bulk grain. Following is the text of the circular: "The bulkheading of cars for the shipment of more than one grade or kind of bulk grain to terminal elevators for storage will only be permitted on the understanding that the bulkhead will be erected without injury to the car and the payment of a fixed charge of \$2 per car in addition to the tariff freight rate thereon as compensation to the carrier for the extra time and expense in handling. The special fee of \$2 to be shown on waybill separately from freight and other charges for collection on delivery of the grain."

Bangor, Maine, grain dealers have been denied the milling-in-transit privileges which they have heretofore enjoyed, the new ruling going into effect November 5. Heretofore it has been the privilege of Bangor grain dealers to take grain on the rail at Brunswick, ship it to Bangor, mill it and reship it to other points east by paying the flat rate east from Brunswick to the eastern point, paying \$3 for the stop-over privilege and 20 cents a day for the car while it is to be held up. Under the new arrangement if a car is taken on the rail and has to be milled in Bangor the dealer will have to pay the car rate—3 cents a hundred pounds—from Brunswick to Bangor and an additional rate from Bangor to points east on the Maine Central.

The Great Northern is making arrangements for a direct line from Duluth to the Canadian boundary. Surveys have been completed for an extension from the Iron Range country to Beaudette, where a junction with the Canadian Northern will be obtained, completing the route from the head of the lakes to Winnipeg. Supplementing the existing Canadian Northern lines and the new Canadian Northern lines that will be completed by the time the Northern Minnesota mileage under survey is built, the Great Northern's extension will afford an outlet for traffic from a tremendous Manitoba and Northwest Territories area, in which wheat growing is the principal industry at present. The surveys to the boundary line begin at Dewey Lake, a point north of Hibbing, and extend northward and slightly west to a point immediately south of the Bois Fort reserve, and take a course thence almost due northwest through the Red Lake unceded lands to Beaudette, on Rainy River, just below the Lake of the Woods. From Beaudette into Winnipeg, the Canadian Northern is now operating a direct line.

AN ILLINOIS GRAIN DECISION.

In May, 1903, Carrington, Patten & Co. of Chicago, who owned an elevator at Monarch, Ill., bought of B. F. Strange 7,000 bushels of corn and 1,500 bushels of oats, to be delivered within 30 days. After the expiration of the time for delivery, Strange refused to deliver the grain, claiming that a custom existed among grain merchants compelling them, on demand by the farmer, to advance money before the grain was delivered. The plaintiffs denied any such custom and claimed the only reason Strange would not deliver the grain was that the market had advanced.

Suit was commenced in the Circuit Court of McLean County; and upon the trial of the cause, after the evidence was in, Judge Myers, upon motion of plaintiffs' attorney, instructed the jury on the question of contract to find the issues for the plaintiffs, and to assess damages of such an amount as under the evidence they thought the plaintiffs were entitled to. The jury returned a verdict of \$400 for plaintiffs. The case was appealed to the Appellate Court, where the decision of lower court was affirmed in the following decision, published in the Bloomington Pantagraph of recent date:

Appellees brought this suit in assumpsit against Appellant Strange to recover damages for alleged breach of a contract for the sale and delivery of corn and oats. At the conclusion of all the evidence, the court instructed the jury to find the issues for the plaintiffs and to assess their damages under the evidence. The jury returned a verdict for appellees in the sum of \$400, upon which the court rendered judgment.

May 18, 1903, Appellant Strange and O. C. Birney, agent for appellees, entered into a contract, by which Appellant Strange was to sell and deliver to appellees at their place of business at Monarch, within 30 days thereafter, 7,000 bushels of merchantable corn at 40½ cents per bushel. On June 10 following, appellant went to the office of appellees in Monarch, and, as he testifies, said to Birney that he had neglected to say anything on the occasion of making the contract about the advancement by appellees to him of a part of the purchase price for the grain; that the price of grain had gone up and appellees had made a pretty fair thing on the sale, and that he wanted an advance of \$2,000 on the contract; that they also had some conversation as to the weather and condition of the roads, and that Birney promised to give him \$2,000 within two days and an extension of 30 days, if necessary, in which to deliver the grain. He further testifies that on the 15th of June he called on Birney and asked for the \$2,000 and that Birney refused to pay it to him and that he, thereupon, refused to deliver the grain. Birney, in his testimony, says appellant applied to him for an advancement of \$2,000; that he told appellant he had no authority to make the same, but would notify appellees of appellant's request, and that he did not promise to pay appellant the \$2,000 or grant him an extension of time.

In giving the peremptory instructions, the trial court ignored the testimony of Appellant Strange tending to prove a promise by appellees' agent to advance \$2,000 and grant an extension of time, upon the ground that such promise, if made, was a mere nudum pactum, without any consideration.

It is a well-recognized general rule that the agreement of a party to perform an obligation already binding on him cannot form a consideration for an undertaking by the other party to perform another act. (Pollocks on Contracts, 177; Parsons on Contracts, 437; 1 Beach on Contracts, 197.) This rule is recognized by the courts of our state in Runnamaker v. Cordray, 54 Ill. 303; Stuber v. Schack, 83 Ill. 191; Phoenix Ins. Co. v. Rink, 110 Ill. 538; Davidson v. Burke, 143 Ill. 139; Havana Press Drill Co. v. Ashurst, 148 Ill. 115; Nelson v. Pickwick Associated Co., 30 Ill. App. 383; Moran v. Peace, 72 Ill. App. 135; Reeves Pulley Co. v. Jewell Belting Co., 102 Ill. App. 375. Tested by this rule, it would seem that the agreement by appellees' agent to advance \$2,000 and to grant an extension of time was a mere gratuity, an undertaking by it to oblige the performance by appellant of an act he was already bound to perform. As a consideration for this alleged promise appellant was not bound to deliver any more grain, nor of a better quality, nor at any other time or place, nor at a less price, nor had any substantial and unforeseen difficulty arisen to prevent the performance of his contract.

Bishop v. Busse, 69 Ill. 403, and Cooke v. Murphy, 70 Ill. 96, are cited as sustaining appellants' contention that the evidence was competent upon the ground that the mutual promises of the respective parties formed a sufficient consideration for what is termed the substituted agreement. If the cases cited cannot be said to have been overruled by, or to be in conflict with, the other cases above mentioned, the facts in the cases upon which the holdings were predicated were different from the facts in the case at bar, and the cases are readily distinguishable. In one of those cases there was an abandonment of the work by the party bound to

perform, and in the other, an absolute refusal to perform, whereby the original contracts were held to have been terminated and the new agreements substituted, and in both cases the conditions had changed whereby additional work was required to be performed. In the case at bar, appellant had not made default in his contract to deliver grain, nor had he refused performance, at the time he testifies appellees' agent promised to advance him \$2,000, and the original agreement cannot be said to have been terminated.

It was claimed by Appellant Strange that a custom existed at Monarch under which, upon a contract for the sale of grain to be delivered at a future time, the purchaser advanced a reasonable portion of the price of said grain before delivery and that such custom entered into the original contract; and it is urged that the peremptory instruction given by the court excluded such issue from the consideration of the jury. To render evidence of a custom admissible, it must be shown that it was uniform, long established, generally acquiesced in, and so well known as to induce the belief that the parties contracted with reference to it. The record fails to disclose evidence of any such custom at Monarch. Evidence of such custom at Leroy was incompetent, and objection to its proof was properly sustained. Furthermore, there is no evidence in the record that \$2,000 was a reasonable sum to be advanced upon the contract for sale.

It is urged by Appellant Strange that there was a conflict in the evidence upon the question as to whether the grain contracted to be sold was merchantable, and that the court erred in taking that question from the jury. We do not think appellant is in a position to complain of the action of the court in that regard. Appellant testified that in response to an inquiry by appellees' agent, as to what kind of corn he had, he said, "I told him good corn or ordinary corn. It is in rail pens and it was covered up and that it was all right, but I wouldn't grade it at all;" and that in response to a like inquiry as to the oats, he said, "I told him the oats wasn't first-class oats, but I had sowed them and they had grown all right."

It is not seriously insisted that appellees were not financially able to pay for the grain, in the ordinary course of business, upon delivery; Appellant Strange did not base his refusal to perform his contract upon that ground, nor did he tender a performance, and if he had, the verdict of the jury must, under the evidence, have necessarily been against him on that issue.

We have examined all the questions raised by Appellant Strange upon the errors assigned, and are unable to find wherein the court erred to his prejudice. The judgment stands for substantial justice and is affirmed.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

A. C. Harker, Dunkirk, Ohio.
J. O. Foering, Philadelphia, Pa.
Harry W. Kress, Middletown, Ohio.
R. K. Coddington, Middletown, Ohio.
Albert Strittmatter, Cincinnati, Ohio.
Harry Wolf of The Wolf Co., Chambersburg, Pa.
J. D. Shanahan, chief grain inspector, Buffalo, N. Y.
Vladimir Goriachkovsky, civil engineer, Windau, Russia.
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.
F. P. Lawrence, representing Kay-Pim Manufacturing Co., St. Louis, Mo.
Leonard Gibson, publisher American Hay, Flour and Feed Journal, New York City.
Ernesto Stricker, civil engineer, Buenos Ayres, Argentine Republic, South America.
L. R. Doud, representing Grain Dealers' National Mutual Fire Insurance Co., Indianapolis, Ind.

Any frost during the transition period of corn's growth is likely to be damaging, though on uplands where light frosts are common at a temperature about 40 degrees Fahrenheit, the ears may not suffer more than slight reduction in weight, though the fodder value of the leaf is impaired. When, however, the temperature falls to 32 degrees in the moist air of bottom lands, the development of the kernel practically stops, owing to some vital change in the sap. The ear gradually dries out, leaving the kernels shrunken and light—fit for feeding, but unfit for the market under contract grades. The fodder, also, is made liable to fermentation, and of little or no feeding value for stock. Such a killing frost at the right stage of growth may reduce the weight of corn twenty pounds to the bushel and ruin it for the market.

PERSONAL

A. McAuley has charge of the new Dakota Elevator at Alice, N. D.

W. R. Beatty of Chicago has taken charge of an elevator at New Orleans, La.

E. T. Bemis has taken charge of M. B. O'Halloran's elevator at Austin, Minn.

J. M. Camp, who has been in the grain business at Bement, Ill., since 1872, has retired.

Henry Olson of Murdock, Minn., is now in charge of the Gillette Elevator at De Graff, Minn.

C. B. Allen is now manager of the Duluth Elevator Co.'s new elevator at Hazelton, N. D.

Michael Christensen of Key West, Minn., is now in charge of the elevator at Keystone, Minn.

M. F. Murphy, who has been in charge of the elevator at Bates, Ill., has removed to Loami, Ill.

Oscar Hanson is now manager of the Hanson & Barzen Milling Co.'s elevator at Sandridge, Minn.

A. Prudhomme has been appointed manager of the Northwest Elevator Co.'s house at Erskine, Minn.

R. S. Davidson has resigned as manager and director of the Farmers' Elevator Co. of Hutchinson, Minn.

Otto Matthews of Mt. Auburn, Ill., has taken charge of McClure & Co.'s elevator at Osbornville, Ill.

John Berres of Lakeville, Minn., has moved to Newmarket, Minn., and will manage the new elevator at Elko, Minn.

W. H. Hubbard of Collins, Iowa, has been engaged as manager of the Atlas Grain Co.'s elevator at Grimes, Iowa.

Ned Greenleaf has taken charge of the elevator at Alexander, Ill., owned by his father, E. S. Greenleaf of Jacksonville, Ill.

Albert Hole has taken the position of wheat buyer in the Imperial Elevator Co.'s house on the Soo Line at McIntosh, Minn.

Mathias Hanson, who recently took charge of the Farmers' Elevator at Hutchinson, Minn., has been obliged to resign on account of ill health.

Millard Quigley, manager of the elevator at Winkel, Ill., and Miss Martha Runyon of Green Valley, Ill., were married at that place recently.

John Perry will have charge of the Duluth Elevator Co.'s house at Girard, N. D., succeeding A. L. Edmunds, who is transferred to Stephen, Minn.

O. N. Ruden has accepted the position of agent for the Peavey Elevator Co. at Atwater, Minn. Mr. Johnson, the former agent, has taken a position elsewhere.

Richard Mommers, for the past two years superintendent of the glucose factory at Pekin, Ill., has been transferred to the Chicago plant of the Corn Products Co.

Nels Engebretson of Sandridge, Minn., has been engaged by the Red Lake Falls Milling Co. of Red Lake Falls, Minn., to take charge of its elevator in the new town of Holt, Minn.

Mr. Hegg, who has been in charge of the Great Western Elevator Co.'s elevator at Twin Valley, Minn., has been transferred to Dazey, N. D. The house at Twin Valley is closed.

H. O. Silvers has resigned as manager of the Berne Grain and Hay Co.'s elevator at La Grange, Ind., and will remove to Prehale County, Ohio, where he will take charge of a farm.

Charles Follett, who has been agent for the Great Western Elevator Co. at Oriska, N. D., for a number of years, has resigned and moved to Fargo, N. D. The elevator at Oriska is now closed.

C. W. White, until recently manager of the Zorn Grain Co.'s elevator at Leroy, Ill., has been transferred to Ogden, Ill., where he will have charge of a house for the same company. Henry A. Walsh, formerly of Bloomington, Ill., succeeds Mr. White at Leroy.

Mr. Stoddard of the grain firm of Stoddard & Ketcham, Madison, S. D., stopped off at Chicago recently for a short visit with his friends in this city. He was on his return trip from St. Louis, where he and his family had been attending the World's Fair.

Jacob Steiner Jr. of Mackinaw, Ill., and Miss Bettie Jarred were married at the home of the bride's parents in that city on October 26. Mr. Steiner is associated with his father in the grain and coal business at Mackinaw, the firm name being Jacob Steiner & Son.

T. M. Crockett, general superintendent of the Lewisburg Mill and Elevator Co. of Lewisburg, Tenn., has tendered his resignation, effective December 1. He will be succeeded by W. A. Bills, who was formerly superintendent of the plant.

Mr. Crockett will return to his former occupation, that of a railroad man.

Frank Van Vleck of Philo, Ill., has taken charge of the Cole Elevator at Block, Ill., succeeding the former manager, Dave Godfrey, who resigned to take the position of assistant cashier in the First National Bank at Philo.

William Dingler, manager of the Davenport Elevator Co.'s business at Cazenovia, Minn., was an independent candidate for the office of county treasurer of Pipestone County at the late election. In addition to his duties as grain buyer Mr. Dingler is engaged in the mercantile business and is postmaster at Cazenovia.

FIRES--CASUALTIES

One wall of the elevator at Gilson, Ill., gave way recently, allowing 4,000 bushels of corn to run out upon the ground.

R. W. Thomas & Bro.'s grain warehouse at Chattanooga, Tenn., was burned on November 7, causing a loss of \$6,000. The origin of the fire is not known.

Nelson Bros.' elevator at Milroy, Minn., was burned on the morning of October 25, causing a loss of \$10,000. There was \$2,500 insurance on the building and machinery and \$3,000 on the grain.

Walter Cayce, an employee of the City Grain and Feed Co. at Nashville, Tenn., caught his left hand in the machinery on November 2 and it was crushed so badly that amputation was necessary.

A grain warehouse at Pekin, Ill., operated by the Turner-Hudnut Co., was slightly damaged by fire on October 20. The blaze was caused by sparks from a passing engine and was extinguished by a bucket brigade.

H. J. Sourwine & Co.'s grain, hay, flour and seed store at Puyallup, Wash., was destroyed by fire on October 12. The building was valued at \$1,000. The loss on stock has not been learned. The property was insured for \$2,500.

The elevator at Cora, Ill., a small village on the C., P. & St. L. Ry., about ten miles from Springfield, Ill., was destroyed by a fire on the night of October 23, which wiped out the entire town. The fire started among a number of empty box cars on the siding.

Fire originating, it is thought, from a lighted cigarette, on the evening of October 11, destroyed the warehouse of the McKie & Young Grain and Feed Co. at Beaumont, Texas. The building contained a quantity of grain and hay. The loss is estimated at \$2,500.

Murray & New's elevator at Tomlinson, Ill., was destroyed by fire, together with 30,000 bushels of grain, on October 21. The fire is supposed to have been caused by sparks from a passing locomotive. Insurance to the amount of \$7,000 was carried on the building and \$10,000 on the grain.

The Farmers' Association Elevator G at Morton, Ill., was burned on October 31. The loss on the building is estimated at \$7,000 and the loss on its contents at \$3,000. Insurance to the amount of \$7,000 was carried on the property. The fire is supposed to have been caused by spontaneous combustion.

N. Wertheimer & Sons' grain and wool warehouse at Ligonier, Ind., was damaged by fire of unknown origin on October 13. The fire broke out at 4 o'clock a. m., starting in a drug store. Several business places were damaged or destroyed. Wertheimer & Sons' loss is \$2,000, with no insurance.

The second floor of Bailey & Christensen's three-story warehouse at Mitchell, S. D., gave way on October 28 beneath the weight of four carloads of shorts, partially wrecking the building. Five men who were trying to place supports beneath the floor when it commenced to show signs of giving way barely escaped with their lives.

S. F. Miller's elevator at Shellsburg, Iowa, was destroyed by fire of incendiary origin at 8 o'clock p. m., October 10. The loss is \$4,000, with \$1,000 insurance. The elevator contained 4,000 bushels of oats and barley. An attempt to burn another building was made on the same night, but the blaze was discovered and extinguished before much damage was done.

The elevator and warehouse at Cambridge City, Ind., owned by the E. A. Grubbs Grain Co. of Greenville, Ohio, and operated by John S. Hazelrig, were destroyed by fire between 4 and 6 o'clock p. m., on October 19. The fire started in the cupola of the elevator. About \$2,000 worth of clover seed was carried out of the burning buildings and saved. The loss occasioned by the fire is estimated at \$15,000, with insurance of \$8,000. The burned buildings were both of frame construction, the warehouse being practically new. The elevator

was an old building. On the day following the fire men were put to work clearing away the debris and the burned structures are being replaced by new ones as rapidly as possible.

The farmers' elevator at Findlay, Ill., owned by the Findlay Grain and Coal Co., was burned on the night of October 29, causing a loss estimated at \$8,000. The origin of the fire is unknown. The elevator contained about 10,000 bushels of oats and 1,000 bushels of corn, all of which was destroyed. When the fire was discovered the building was a mass of flames and nothing could be done to save it. The elevator will be rebuilt at once.

A portion of one side of the St. Anthony & Dakota Elevator Co.'s house at Warren, Minn., gave way on November 7, allowing a large quantity of flax to run out upon the ground. The break occurred just above one of the driveways, and it was wrecked by the rush of grain. On account of the scarcity of cars the elevator was filled to its full capacity. The damage to the structure is now being repaired by the company's force of carpenters.

The Nading Mill and Grain Co.'s elevator and hominy mill at Shelbyville, Ind., were destroyed by fire of unknown origin on November 1. The fire started in the cob bin in the boiler room and was discovered at about 1 o'clock a. m. The loss on the burned plant is \$45,000, with \$29,000 insurance. We are informed by William Nading, head of the company, that the mill and elevator will be rebuilt. Part of the insurance was carried in millers' mutuals.

The Sedalia Milling Co.'s elevator at Sedalia, Mo., had a narrow escape from destruction by fire on the morning of November 5. The blaze started in the cob chute, which extends from the top of the elevator to the cob house adjoining the engine room, and is supposed to have been set by sparks either from the smokestack on the power plant or from a passing engine. The local fire department succeeded in extinguishing the flames before they spread to the elevator.

The Chicago, Milwaukee & St. Paul Railway Co.'s Elevator "C" on the north bank of the Menomonee River in Milwaukee, Wis., was destroyed by fire of unknown origin on the afternoon of October 18. The fire broke out at about 3 o'clock p. m., an explosion occurring soon after the fire started and wrecking the entire front of the building. The fire started in the top of the elevator and the first the men working there knew of their danger was when they were struck by a spray of water from the automatic sprinkler system which had been started by the heat. Two firemen were injured, one of them seriously. The burned elevator was one of the oldest in Milwaukee, having been built in 1859. It was of frame construction, metal clad, and had a storage capacity of about 350,000 bushels. The house was equipped with standpipes and a sprinkler system about two years ago. The loss is estimated at about \$50,000, the building being valued at \$35,000 and its contents, consisting of a quantity of oats, barley, rye and wheat, at about \$20,000. Owing to the fact that about 102,000 bushels of grain had been shipped out a few days before the fire there was not a large quantity in storage. This was owned by various parties and was covered by insurance in the Milwaukee board of underwriters. The railway company carried its own insurance on the building in the form of a blanket policy.

DISCRIMINATION CHARGED.

Judge Clements, of the Interstate Commerce Commission, on October 15, at St. Louis, heard a complaint by the St. Louis Hay and Grain Company against the L. & N., I. C., M. & O. and Southern railroads, which are charged by Secretary J. W. Dye of the company with discriminating against the St. Louis hay market and in favor of through shippers by overcharging two cents per 100 pounds on hay from Southeastern points in cars switched to the various warehouses of the market at St. Louis. Mr. Dye claimed that the overcharge has been in effect nearly two years, and asserted that it was unnecessary. He declared that the country shippers of hay were charged two cents less.

C. B. Compton, traffic manager for the Louisville & Nashville, and J. P. Peachy, assistant general freight agent for the Illinois Central, replied that the alleged overcharge was not unfair, because of the extra cost of operation involved in switching, transferring and reconsigning.

Should the decision of the Commission be favorable to the St. Louis Hay and Grain Company, a number of civil suits for recovery of the alleged excessive rates will be instituted. It is alleged that the St. Louis hay market is paying something like \$20,000 a year in excess of what country through shippers pay on rates. Railroad men say that the St. Louis market has a number of advantages over the country shippers.

First new Western corn reached Lederer Bros., Baltimore, on October 26, from Ohio.

HAY AND STRAW

The movement of hay on the Baltimore market is reported quiet at present.

The hay crop of Ireland was badly damaged by the excessive rains during August.

Charles Havey succeeds John W. Workman in the bay and grain business at Curran, Ill.

Reports from McLeansboro and Arcola, Ill., state that hay balers are busy in those sections.

The Philadelphia market is reported well supplied with hay and seasonably quiet. Straw prices are steady.

The Illinois Hay and Grain Co. has opened its new warehouse at Cairo, Ill. It has a capacity of 200 cars.

Large quantities of hay are being baled in the vicinity of Toledo, Iowa, and the same is true around Rockwell City, Iowa.

Fitch, McCoy & Co. have bought Kenney & Son's warehouse at Traverse City, Mich., and will handle hay, grain, feed and potatoes.

Day, Richardson & Co. have sold their hay and grain business at Peabody, Mass., to A. P. Ames of Boston and have dissolved partnership.

A hay press, together with 70 bales of pressed hay and about 100 bales of loose hay, was destroyed by fire at Hillsboro, Ill., recently.

During the month of October 4,411 tons of hay were received on the Baltimore market as compared with 3,613 tons received during October, 1903.

Harlem, Mont., is said to be the largest hay shipping point in that section of the West. It is estimated that between 15,000 and 20,000 tons of hay were raised in the vicinity of Harlem this year.

J. B. Michaels' hay barn at Assumption, Ill., burned on October 24, causing a loss of \$8,000. Insurance to the amount of \$5,500 was carried on the property. About 500 tons of hay and a quantity of oats and clover seed were destroyed.

William Bradbury, a well-known hay man of St. Paul, Minn., has taken the position of city salesman for the Loftus-Hubbard Elevator Co., dealers in hay, grain, feed, etc. Mr. Bradbury was formerly city salesman for Griggs Bros., St. Paul hay dealers, who recently went out of business.

Blaney, Brown & Co. of Boston, Mass., have sold the hay and straw department of their business to J. L. Arsenault, who will continue it under the firm name of Arsenault & Co. Mr. Arsenault has had charge of Blaney, Brown & Co.'s hay and straw business for the past three years.

The Texas State Association of Alfalfa Growers held a meeting at Waco, Texas, on October 10 and elected the following officers: President, R. E. Smith of Sherman; vice-president, G. H. Randle of Waco; secretary-treasurer, E. S. Peters of Calvert. An executive committee of seven members was also chosen. The board of directors was given authority to regulate the size of bales of alfalfa hay.

Fire in the feed store and hay and grain warehouse of Henry Eidman & Bro. at Baltimore, Md., on the morning of November 2, did damage to the extent of \$15,000. The fire broke out at about 3 o'clock a. m., starting in the warehouse, which contained a large quantity of hay and straw. This building was practically destroyed and the feed store was badly damaged. There was \$4,000 insurance on the warehouse and \$5,000 on its contents.

A Pittsburg, Pa., report of recent date says: "There is some demand and considerable inquiry for mixed and No. 1 clover hay, and on the strength of this the market advanced slightly. The receipts are light in all lines and the hay which comes in is almost all of low grade. The price on this article has been maintained firmly on the fact that little really good hay is being offered. The farmers all seem to be working off their low-grade stock first and holding the No. 1 timothy for the higher prices which are expected to control during the winter."

T. D. Randall & Co., Chicago, reported November 11: Total receipts of hay and straw to-day 45 cars, against 38 of yesterday. This is considerably lighter than we have had for some time past. The market is getting well cleaned up, and it looks to us as if we certainly must have higher prices. Choice timothy selling readily from \$12.50 to \$13.00, No. 1 \$11.00 to \$12.00, No. 2 and No. 1 clover mixed \$9.50 to \$10.50, the lower grades \$8.00 to \$9.00, rye straw firm at \$9.00, oat and wheat straw \$6.50. Choice Illinois, Indiana and Wisconsin prairie hay moving slowly from \$6.00 to \$6.50, packing hay \$4.50 to \$5.00. Choice southwestern prairie hay in a little more liberal supply, although demand

for same is very good—choice selling from \$11.50 to \$12.00, No. 1 \$10.00 to \$11.00. Choice Iowa, Minnesota and Nebraska hay selling from \$10.00 to \$10.50, No. 1 \$8.50 to \$9.50, the lower grades \$6.00 to \$7.50.

H. H. Freeman & Co., Chicago, in their market report November 11, say: Timothy—Market is steady. Receipts light and our belief is that they will so continue for a time. Demand is stronger, buyers taking a firmer hold and all good grades are moving at satisfactory prices. Prices are unchanged and will probably remain as they are for a few days until surplus is all worked off; after that we look for a shade better price to prevail. Present market is much more healthy than it has been, sufficiently so that we can encourage you to let shipments come forward freely, advising you to ship no low-grade goods, for there is no demand for them and only poor, unsatisfactory prices can be obtained. No. 1 and choice are now, and will for a time, bring good prices, and you make a mistake if you are in position to but do not ship at once. Prairie—Offerings are light. The demand for the average grade of goods arriving is very small, occasioned by the fact that no choice hay is coming. Arrivals are nearly all midland or common grades from Iowa, Minnesota and Nebraska. For this kind of hay there is but little call. Buyers are anxious for choice grades of upland. This article is mainly to be had in Kansas and the tributary country. There is, however, practically none arriving, and for which a high price is obtainable. State hay in light supply, with demand a shade better. We urge the shipment of choice grades, especially Kansas, for we feel that prices are as good as they will rule for some time to come. Ship no common or poor hay unless you intend it for packing purposes, and this only from nearby points. Straw—All grades are in demand. Offerings are very small and indications are that there will be no rush for some time to come. You cannot make any mistake by shipping, for prices obtainable are good and outlook is they will continue firm. What causes us to feel that prices are as good or better than can be expected is the immense crop, which is as follows: Yield per acre, 1.52 tons, against 1.54 last year; the quality is 92.7, against 85.9 in 1903; a total tonnage of 60,800,000 is estimated. These figures are for tame hay; the prairie, which is likewise large, cannot be estimated. In connection with the above figures must be taken the fact that the grain crop is also large and affects the value of hay.

HIGH FEEDING VALUE OF RUSTED STRAW.

Professor Shutt, analyst of the Central Experiment Station at Ottawa, announces as a result of analyses of rusted straw that "with the exception of a slight increase in protein and some of the other constituents that predominate in the bran, the composition of the rusted grain differed but little from the other. The marked increase in the nutritive value of the rusted straw was the most important fact brought out by the analysis. It contained 7.69 per cent of protein, and the normal one only 2.44 per cent. It is thus seen that the rusted straw is three times as rich in protein—the most important constituent of nearly all foods—as the normal straw. It also contains more fat. These facts afford a very good explanation of the preference that cattle have for rusted straw."

BALING TIMOTHY HAY.

In conversation with a man who ships 100 carloads of baled hay, he said that hay that was considered first class should not be baled until it had been stored at least four months, and eight months was better; yet it should consist of timothy alone, should be free from clover or any other grass, and should have received no rain and have been stored either in a shed or a barn, and not in a stack, as very little stacked hay would grade No. 1, says a correspondent of the Country Gentleman. Hay graded from "choice" to "no grade," and the more hay there was other than timothy, the lower the quality and also the price. Baled hay is mostly used in the cities, and while the analysis shows it to be very inferior to some of the other grasses, still it commands the highest price in the markets.

Speaking of oat hay as compared with timothy, the same correspondent, who is a resident of Jefferson County, Wis., says:

"Oat hay, while it looks very nice when properly cured, I do not believe is as valuable as the analysis shows it to be. The chemical analysis shows oat hay to rank next to clover and far above timothy. I remember having seen some oat hay that was made in California. It was baled and shipped by Monroe Salisbury to feed his race horses. This oat hay was only about one foot long, and I should judge had been cut with a header. It really looked like a short-strawed variety of oats, and if I remember rightly, there was some wheat among it. This, I was told, was the best hay for fast horses; but after the California race horses got a taste of some No. 1 timothy hay, they preferred that to the oat hay. And now I firmly be-

lieve that there is no grain, be it oats, wheat, rye or barley, which will make as good a quality of hay as timothy. I have tried each kind, and cattle or horses will leave any of the hays made of the grains to get a bite of timothy or red top or clover. I have seen rye hay highly prized, but I consider it the worst substitute for hay I ever saw. It does not even make good bedding. So I would not advise anyone to grow any of the grains for a hay crop. I should much prefer millet or Hungarian grass. You can grow just as many tons per acre, and I am sure it is a far more valuable grass for hay."

REVIEW OF THE CHICAGO HAY MARKET.

Prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending October 22 quotations at the close ranged as follows: Choice Timothy, \$12.00@13.00; No. 1 Timothy, \$11.00@11.50; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$8.00@9.00; Choice Prairie, \$11.00@11.50; No. 1 Prairie, \$9.50@10.00; No. 2 Prairie, \$8.00@9.00; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$8.25@13.50 for poor to choice Timothy, \$7.00 for Thrashed Timothy, \$5.50@6.00 for State, and \$6.00@10.50 for Iowa and Kansas Prairie Hay. Rye Straw sold at \$8.00@9.00 and Oat Straw at \$3.00. The receipts for the week were 3,815 tons, against 4,683 tons for the previous week. Shipments for the week were 201 tons, against 198 tons for the previous week. Strictly choice grades of both Timothy and Prairie Hay were in demand. The demand was light for low and medium grades.

During the week ending October 29 quotations at the close ranged as follows: Choice Timothy, \$12.00@13.00; No. 1 Timothy, \$11.00@11.50; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$8.00@9.00; Choice Prairie, \$11.00@11.50; No. 1 Prairie, \$9.50@10.00; No. 2 Prairie, \$8.00@9.00; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.50@13.00 for poor to choice and \$14.00 for fancy Timothy, \$7.50 for Thrashed Timothy, \$4.50@5.00 for State and \$5.00@11.00 for poor to choice Kansas, Iowa and Nebraska Prairie Hay. Oat Straw sold at \$6.25. The receipts for the week were 7,298 tons, against 3,815 tons for the previous week. Shipments for the week were 176 tons, against 201 tons for the previous week. The offerings of Timothy Hay were liberal and the demand very fair. Choice Prairie Hay was in light supply and the inquiry good. The market was overstocked with medium and poor grades and the market ruled extremely dull.

During the week ending November 5 quotations at the close ranged as follows: Choice Timothy, \$12.00@13.00; No. 1 Timothy, \$11.00@11.50; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$8.00@9.00; Choice Prairie, \$11.00@11.50; No. 1 Prairie, \$9.50@10.00; No. 2 Prairie, \$8.00@9.00; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.00@13.50 for poor to fancy Timothy, \$5.00 for State and \$5.00@10.75 for Indiana, Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$8.00 and Oat Straw at \$6.00. The receipts for the week were 5,762 tons, against 7,298 tons for the previous week. Shipments for the week were 204 tons, against 176 tons for the previous week. The demand for choice Timothy Hay was quite good and the demand only moderate. Low grades were in fair supply and quiet.

During the week ending November 12 quotations at the close ranged as follows: Choice Timothy, \$12.00@13.00; No. 1 Timothy, \$11.00@11.50; No. 2 Timothy, \$9.00@10.00; No. 3 Timothy, \$8.00@9.00; Choice Prairie, \$11.00@11.50; No. 1 Prairie, \$9.50@10.00; No. 2 Prairie, \$8.00@9.00; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$5.00@5.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.00@12.00 for poor to choice Timothy, \$5.50 for State, and \$6.00@11.50 for Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$7.50@9.00 and Oat Straw at \$6.50. The receipts for the week were 6,620 tons, against 5,762 tons for the previous week. Shipments for the week were 252 tons, against 204 tons for the previous week. The arrivals of both Timothy and Prairie Hay were liberal during the early part of the week and the demand was only fair. The market ruled dull, with prices showing no material change.

With a three years' record to maintain, Ohio again leads all other states of the union in the oats crop for the year, according to the government crop report. In 1892 and 1893 Ohio led in the yield of oats per acre, and the only state that has produced a ten-year average greater than Ohio is Wisconsin, which is third in yield. In Ohio there is an increase of 10.3 bushels per acre over that of last year.

OBITUARY

B. Curtis, head of the grain commission firm of B. Curtis & Co., Chicago, is dead.

Theodore Flack, a grain dealer of Amsden, Ohio, was killed near Fremont, Ohio, on October 26.

Major J. Henry Gould, formerly and for many years a grain and coal dealer, died at Medfield, Mass., recently.

Russell Finks, who had been in charge of an elevator at Englevalle, N. D., for some time, died at the hospital in Lisbon, N. D., on October 7.

Robert S. Gubbins, a member of the Boston Chamber of Commerce and for many years with Mark Shultis, one of the largest grain dealers of Boston, died at his home in Dorchester, Mass., on November 2, after a lingering illness.

Horatio Ross Riddle, formerly a Baltimore grain dealer, died at his home in Charlestown, W. Va., on October 22. The deceased was 93 years of age, and for a number of years was the business partner of the late Frank Fisher. Mr. Riddle retired from business about fifteen years ago.

Edward Lull Gaylord, a member of the Chicago Board of Trade and a partner in the grain commission firm of W. S. Gaylord & Co., died at the Midlothian Country Club in this city on October 31. His death was caused by neuritis. Mr. Gaylord was 43 years of age and leaves a widow.

Levi Willard, for more than fifty years a resident of Buffalo, N. Y., died at the General Hospital in that city on October 25, aged 82 years. For many years after locating in Buffalo Mr. Willard was connected with the grain and flour trade. Prior to his removal to Buffalo he was in command of a passenger packet on the Erie Canal.

William B. Pye, a pioneer in the grain business in Chicago, was found dead in his office in the Rialto Building, in this city, on November 11. Mr. Pye was superintendent of the American Corn Milling Co., and also connected with the Nash-Wright Co. He had arrived at his office early on the day of his death and was at work when the fatal attack of heart trouble came. He was 61 years of age and leaves a widow and several children.

William Schwarting, a well-known grain dealer of Walcott, Iowa, and a member of the firm of Schwarting & Co., committed suicide by hanging on October 20. He was heavily interested in the New Liberty Savings Bank, which suspended recently, and it is thought that his losses through the failure of the bank affected his mind. Mr. Schwarting was 47 years of age and is survived by his wife and three children. He was a man of wealth and was vice-president of the Farmers' Bank at Walcott.

William Christie, one of the best-known grain men in Toronto, Ont., died at his residence in that city on October 15. The deceased was born in Bannockburn, Scotland, in 1844, and emigrated to Canada when 22 years old, settling in Toronto. He soon afterwards engaged in the grain business which he continued up to the time of his death. Mr. Christie was a member of the Toronto Board of Trade, the Masonic Fraternity, the A. O. U. W., St. Andrew's and the Caledonian societies. He leaves a widow, three sons and three daughters.

Thomas Harris, one of the members of the last Iowa General Assembly, and a pioneer settler and business man of Montezuma, Iowa, died at his home in that city on October 5. His death was caused by cancer of the stomach and occurred after a lingering illness. Mr. Harris was born at Barnstable, Mass., in 1832. He first came West in 1850, going to California by way of Cape Horn. He remained in California for about two years. In 1856 he again came West, settling in Poweshiek County, Iowa, where he engaged in farming. He engaged in the grain and lumber business at Montezuma, Iowa, in 1876, the firm-name now being T. Harris & Co. Mr. Harris was twice married and was the father of nine children, six of whom survive him.

Samuel Cleavenger, an old resident of Leavenworth, Kan., and for many years state grain inspector, died on October 21. His death occurred after a brief illness and was the result of a stroke of apoplexy. His health, however, had not been good for several months. Mr. Cleavenger was a resident of Leavenworth during the Civil War, but later returned to his former home in the East. He came West again in 1870, locating in Clay Center, Kan. In 1883 he, for the second time, removed to Leavenworth, taking the position of grain inspector in Denton Bros.' elevator. He continued in this connection up to the time of his death. The deceased is survived by two sons and two daughters, his wife having died last December. His remains were taken to Clay Center for interment.

SEEDS

M. Ribsam succeeds C. Ribsam & Sons in the seed business at Trenton, N. J.

The Harry N. Hammond Seed Co., Ltd., Bay City, Mich., is discontinuing business.

Ross & Ferrell will tear down their present cribs at Farragut, Iowa, and erect a large seed corn house on the site.

The H. E. Meeker Seed Co. has been organized at Bay City, Mich., to take over the seed business of H. E. Meeker & Co.

Farmers around Altoona, Pa., are said to have raised the largest clover seed crop this year in the history of that section.

The A. A. Berry Seed Co. has been incorporated at Clarinda, Iowa, with a capital stock of \$75,000. A. A. Berry is president and W. C. Affell secretary.

McBeth & Kinnison, seed and implement dealers of Garden City, Kan., were awarded the first gold medal on alfalfa seed at the St. Louis World's Fair.

James A. Hall has purchased for \$17,500 the warehouse property of the Iowa Seed Co. at Des Moines, Iowa. The property consists of a tract of ground with a frontage of 56 feet and a depth of 132 feet, occupied by a three-story brick warehouse. The Iowa Seed Co. will continue to occupy the property as a tenant and will use the money derived from the sale of the property in developing and extending its seed business.

Seed peas to the value of \$30,000 were destroyed by the burning of D. M. Ferry & Co.'s seed warehouse at Charlevoix, Mich., on October 7. The total loss is \$45,000. Three-fourths of the pea crop, consisting of about 15,000 bushels, had been received and was in the warehouse. About fifty hands were employed in the plant during the winter. The fire is supposed to have been caused by spontaneous combustion. The loss is partially covered by insurance.

A recent circular from C. A. King & Co. of Toledo, Ohio, has the following on the clover seed situation: "World's crop this year is very short. United States has the smallest crop in late years. Ohio is generally the largest clover seed producer. Indiana is a close second and occasionally leads. They trot in pairs, being subject to similar crop influences. Both have very short crop this season. It is almost a failure in some of the large seed-producing counties. A few of the smaller counties had more than an average yield of mammoth. Michigan is a very irregular producer. They have a very small crop again this season. It is almost a failure in many counties. Illinois has been a small producer in late years. They have another short crop, but some sections have a trifle more than last year. Missouri is a small producer. They have less than an average this season. A normal crop there is between 60,000 and 100,000 bushels. It is generally less than enough for their own sowing, although a few counties occasionally export some. Wisconsin has small crop, but more than last year, when they had nearly a complete failure. They have a fair amount of mammoth of good quality this season, but the medium is only fair in some sections. Iowa has a very short crop. The winter was very severe and acreage small. Reports indicate that it is much below the average of recent years. The official estimate will be issued in December. Kentucky has short crop, about three-quarters of an average. Their state reports bunch all the grass seeds, but say it is nearly all clover. Maryland has good crop, but is not a clover seed producer."

A WORD TO SEED SHIPPERS.

We wish to call your attention to the fact that the seed is running poorer here in quality every day. Earlier in the season seed from the different sections was of much better quality, and since then it has been gradually getting worse, and the majority of shippers do not realize it. They are paying the same price for the poor seed that they did early in the season for the good, and with quality running poorer so gradually they have not noticed that the seed is not worth near as much as early in the season. It is but natural that one should make this mistake, but if you had preserved samples of good lots you would readily see the difference. This has caused a great deal of dissatisfaction, shippers thinking they are getting the worst of it.

Again, competition is so keen that they have paid in many instances more than seed was worth in order to keep their competitors from getting it. This is not right. They buy it on that basis, ship it in here, the grade is poor, and owing to the large receipts of that kind of seed, the prices have

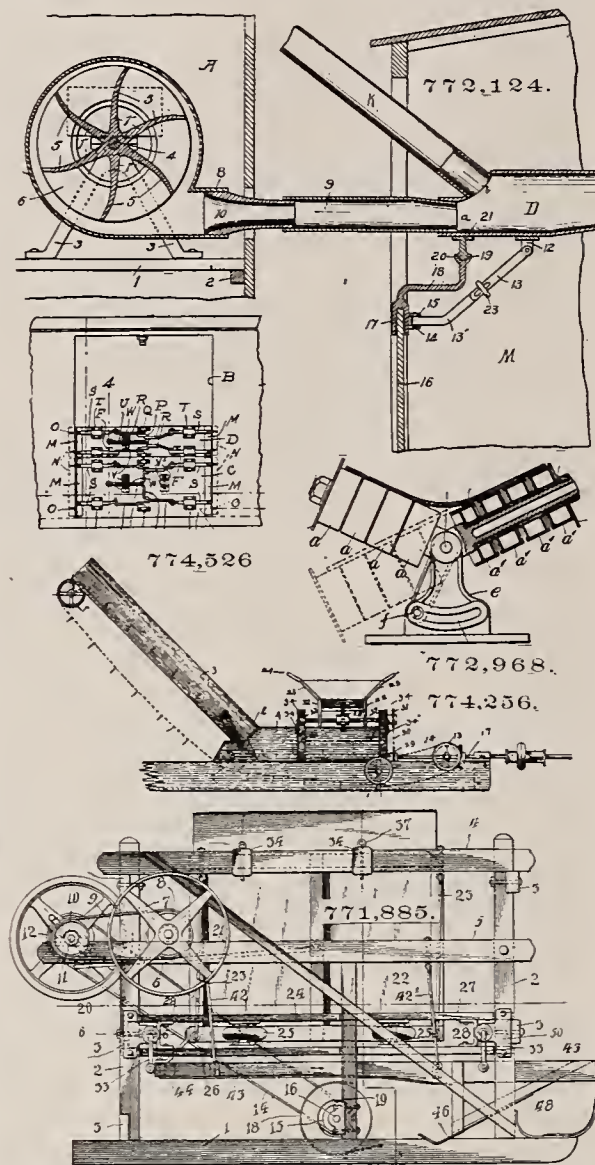
declined, and then they blame the receiver for not getting him out of a hole.

The color of seed has gone back considerably. The late arrivals show that a good deal of the seed is weather stained, and every shipper knows that poor colored seed is a great deal harder to sell than the high colored. We hope shippers will heed this warning and not get themselves in a hole.—Zahm's Red Letter, Toledo.

LATE PATENTS

Issued on October 11, 1904.

Clover Hulling Machine.—Alphonse Poirier, Normandin, Canada. Filed June 1, 1904. No. 771,885. See cut.



Air Blast Grain Spout.—Charles G. Benedict and William Anders, Crichton, Neb. Filed February 5, 1904. No. 772,124. See cut.

Issued on October 25, 1904.

Method of Separating Buck and Plantain Seed from Clover Seed.—Joseph P. Burgess, Moberly, Ind. Filed May 31, 1904. No. 772,922.

Support for Conveyor Belts.—William R. Smith, Buffalo, N. Y., assignor of one-half to Harrison D. Folinsbee, Buffalo, N. Y. Filed December 26, 1903. No. 772,968. See cut.

Issued on November 8, 1904.

Conveyor.—Nicholas H. Larry, Champaign, Ill. Filed May 13, 1904. No. 774,256. See cut.

Grain Door for Cars.—William H. Mauppin and Henry C. Keller, Bondville, Ill. Filed Feb. 4, 1904. No. 774,526. See cut.

Co-operative grain elevator companies of Pratt County, Ill., have formed an association and will picnic next summer at Cerro Gordo.

Edward G. Heeman, November 12, said: "From now on comparisons with a year ago will be exceedingly bullish. The big movement of cash wheat last year started with November and the visible increased about 20,000,000 bushels after that time, or steadily until the end of January. This year, however, the big movement is over with, and I believe we are not far from the turning point in the visible. When we have reached that period, with the maximum probably the smallest on record, a severe scarcity will be evident before another crop is available. May wheat to-day is not much higher than the good qualities of cash wheat have averaged for more than eight months, and I still believe it will soon be selling above \$1.25."

FLAXSEED

The flaxseed crop in Polk County, Minn., is said to be turning out well this year. Some of it averaged better than 20 bushels to the acre.

September exports of flaxseed amounted to 75 bushels, valued at \$137, against 152,884 bushels, valued at \$167,434, for the preceding September. For the nine months ending with September the exports of flaxseed aggregated 25,789 bushels, valued at \$26,743, against 1,006,128 bushels, valued at \$1,160,947, for the corresponding period ending with the preceding September.

Imports of flaxseed for the month of September were 80,125 bushels, valued at \$67,732. No flaxseed was imported for the corresponding period last year. For the nine months ending with September, 289,066 bushels of flaxseed, valued at \$263,622, were imported, as compared with 13,389 bushels, valued at \$19,133, for the corresponding nine months ending with the preceding September.

Regarding the flaxseed situation in the Northwest, the Duluth Commercial Record has the following in a recent issue: "The trade is wondering why flax is not moving as it did last year, when the size of the crop is taken into consideration. The question should be easy when all the facts are taken into consideration. In the heavy flax country was raised the largest crop, per acre, of wheat, barley and oats produced anywhere in the Northwest. This wheat crop was late, two to three weeks later than usual, the garnering of it has been slow because of unfavorable weather conditions, and even at that the elevator and railroad facilities have been taxed to the utmost to care for it. In spite of the fact that unfavorable weather of the past two weeks has permitted the railroads to catch up, it is still a fact that a large majority of the elevators in the heavy flax country are now filled with wheat, barley and oats. Before going further contrast this with the condition prevailing last year, when these same elevators had little or nothing but flax, in fact, had no other crop to draw from, and that these same houses were the principal factors that were contributing to large Duluth flax receipts. Last year where a farmer had nothing but flax to care for, he now has a bountiful crop of other grains to look after. His wheat, the principal crop, is bringing him more per acre than the land is worth, and more bushels than flax, and he feels that a loss of grade is the worst thing that can happen to his flax. Consequently wheat has the first call everywhere, so far as the farmer is concerned. Taking the country elevator that is obliged to handle flax, and none of them care to this year, and they have a house filled with 2, 3, 4 or rejected wheat, the loss of a grade on a car of which will represent more loss than they are making in profit on several cars of flax. They can also hedge their flax by a sale of May and decline when they get ready, while there is no possible hedge on wheat. The deductions are, first, that farmers are marketing wheat, barley and oats in preference to flax; second, that country elevators are encouraging this tendency, and, third, that country elevators are shipping everything in preference to flax. The Commercial Record believes that not enough flax will come to Duluth this fall to supply the eastern trade, and that the only possible way of supplying that trade is for the American Linseed Oil Co. to loosen on the 4,000,000 bushels they are reputed to own in store here."

The Boston & Maine R. R. recently handled a cargo of grain from Buffalo to the steamer at Boston, 481 miles, in about 48 hours, which is a new record.

At a meeting of the Tristate Grain Dealers' Association at New Ulm, Minn., recently, a resolution was adopted asking the state Legislature to enact a reciprocal demurrage law.

The Texas Grain Dealers' Association in executive session appointed a committee on October 13 to report on the proposition to establish uniform weights by law for measuring grain and also for grading. An effort may be made to have the Legislature adopt a law of this kind. A special committee on trade rules and another on constitution and by-laws were appointed to report on proposed amendments.

SALES OF RICHARDSON SCALES.

The Richardson Scale Co., 14-20 Park Row, New York, has recently made sales of the Richardson Automatic Grain Scale to the following: North Star Malting Co., Minneapolis; Pabst Brewing Co., Milwaukee; Schlitz Brewing Co., Milwaukee; Allis-Chalmers Co., Milwaukee; Washburn-Crosby Co., Buffalo, N. Y.; Thornton Chester Milling Co., Buffalo, N. Y.; Urban Mills, Buffalo, N. Y.; N. W.

Consolidated Mills, Minneapolis; Strong & Northway Manufacturing Co., Minneapolis; Simmons Milling Co., Red Wing, Minn.; City of Chicago, nine coal scales; Albert Dickinson Co., Chicago; C. Turner Co., Chicago; Illinois Steel Co., Chicago; Star and Crescent Mills, Chicago; J. Rosenbaum Grain Co., Chicago; Holzman-Burnet Grain Co., Grant Park, Ill.; Kehlor Bros. Milling Co., East St. Louis, Ill.; East St. Louis Cotton Oil Co., East St. Louis, Ill.; Nobbe Bros., Farmersville, Ill.; Elevator Milling Co., Springfield, Ill.; Oneonta Milling Co., Chicago and Oneonta, N. Y.; J. R. Walton & Sons, Champaign, Ill.; Nordyke & Marmon Co., Indianapolis, Ind., four; Indiana Milling Co., Terre Haute, Ind.; A. Cyphers, Newark, N. J.; E. F. Shelley, Loudonville, Ohio; American Sugar Refining Co., Jersey City, N. J.; Brooklyn Heights Railway Co., Brooklyn, N. Y.; Melbourne Mills, Philadelphia; Harmon Bros., Philadelphia; Pioneer Flour Mills Co., Island City, Ore.; Augusta Mills, Staunton, Va.; Standard Milling Co., Clarksburg, W. Va.; Daly-West Mining Co., Park City, Utah; S. C. Hart & Son, Lynchburg, Va.; Atlas Portland Cement Co., Northampton, Pa., and Hannibal, Mo., nine; Perin Bros., Cincinnati, Ohio; E. O. Painter Fertilizer Co., Jacksonville, Fla.; W. A. Combes Milling Co., Coldwater, Mich.; Boone Cereal Co., Boone, Iowa, two; Elk River Mill Co., Larimore, N. D.; Geo. Q. Moon & Co., Binghamton, N. Y.; Listman Mill Co., La Crosse, Wis.; Union Milling Co., Union, Ore.; La Grande Milling Co., La Grande, Ore.; Flat Top Grocery Co., Bluefield, W. Va.; Western Montana Flouring Co., Missoula, Mont.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

BAGS FOR SALE.

10,000 second-hand, 2-bushel grain bags, 10,000 140-pound export flour bags, 5,000 5-bushel oat bags. Cheap.

WILLIAM ROSS & CO., 57 So. Water St., Chicago, Ill.

FOR SALE.

Dwarf Essex rape in car lots for sale. Can make very favorable prices delivered your station for through shipment from Europe. When in market ask for prices from the direct importers.

HENRY NUNGESSER & CO., Seed Merchants, New York, N. Y.

BEST BIDDER GETS IT.

Regards our Canadian lands, quite a number have examined same of late. We are going to sell and the best bidder gets it. It is the choicest and cheapest land on the market, so if you want it act quick. Address

W. R. MUMFORD CO., 428-30 Rialto Bldg., Chicago, Ill.

ELEVATORS

KANSAS ELEVATORS.

Elevators for sale in Kansas. Address
E. J. SMILEY, 37 Crawford Bldg., Topeka, Kan.

ELEVATOR FOR SALE.

Capacity 10,000 bushels, located at West Concord, Minn. Good crops. Address
C. W. FAIRBANK, West Concord, Minn.

FOR SALE.

A good paying elevator, produce and feed business in good Iowa town for sale cheap; easy terms. Address

BOX 427, Marengo, Iowa.

FOR SALE.

A 50,000-bushel elevator on the Wabash R. R., in one of the best grain counties in the state. Elevator handles about 300,000 bushels of grain per year. Address
ILLINOIS, Box 10, care "American Elevator and Grain Trade," Chicago, Ill.

MACHINERY

FOR SALE.

One 30 H. P. Witte Gasoline Engine, nearly new; with all fittings; cheap.
B. F. GUMP CO., 53 S. Canal St., Chicago, Ill.

FOR SALE.

One 15-horsepower engine, 20-horsepower boiler, f. o. b. Dwight, Ill. Price, \$150. Address
MERRITT BROS. & CO., Dwight, Illinois.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

SCALES FOR SALE.

Fairbanks Standard Scales at 70-80 per cent discount (new); don't pay any more; don't buy second-hand scales when you can get the genuine Fairbanks Standard, new, for less money. Address

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FOR SALE

Paxton Mill,	-	Harrisburg, Pa.	1,200 bbls.
Swartley Mill,	-	Doylestown, Pa.	120 "
Isenberg Mill,	-	Huntingdon, Pa.	250 "
York Mill,	-	York, Pa.	200 "
Gochbauer Mill,	-	Boiling Springs, Pa.	100 "
Seaboard Mill,	-	Reading, Pa.	400 "
Columbia Mill,	-	Columbia, Pa.	150 "
Loucks-Codorus Mill,	-	York, Pa.	125 "
Laubach Mill,	-	Northampton, Pa.	100 "
Stony Creek Mill,	-	Norristown, Pa.	50 "

C. H. DEMPWOLF, YORK, PA.

Burlap Bags!! Grain Bags!!

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GRAIN

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CORRESPONDENCE FROM EASTERN BUYERS SOLICITED.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

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WANTED.

A working foreman for 350,000-bushel elevator. Must have knowledge of machinery and know how to grade grain and operate cleaning and clipping machinery. Address

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In Kansas or Nebraska, if priced right, in exchange for 640-acre stock farm in Southern Missouri, close to good railroad town. Abundant range and water; two sets of improvements; some stock. Or will sell. Address, stating price, etc.,

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If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

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GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

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To buy wheat, corn, oats and hay.

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T. J. STOFER

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Write for our Daily Market Letter.

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Special attention given to cash
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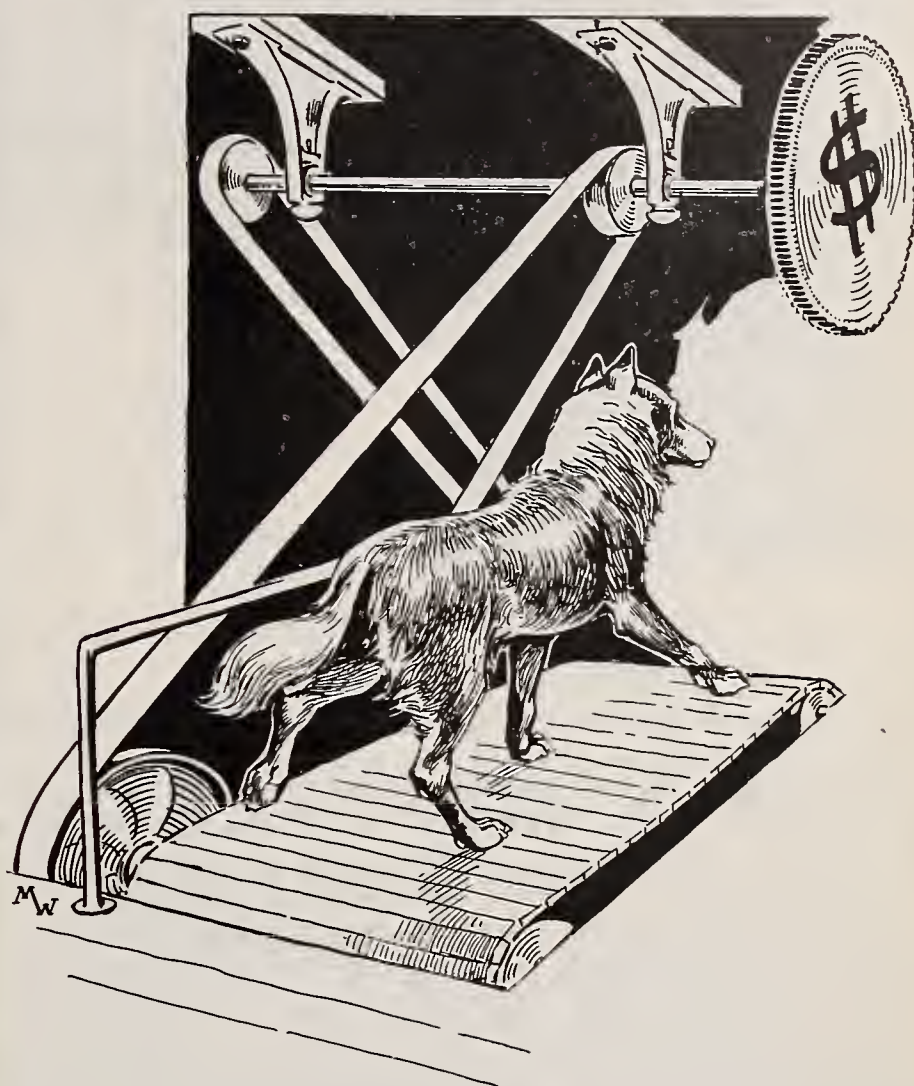
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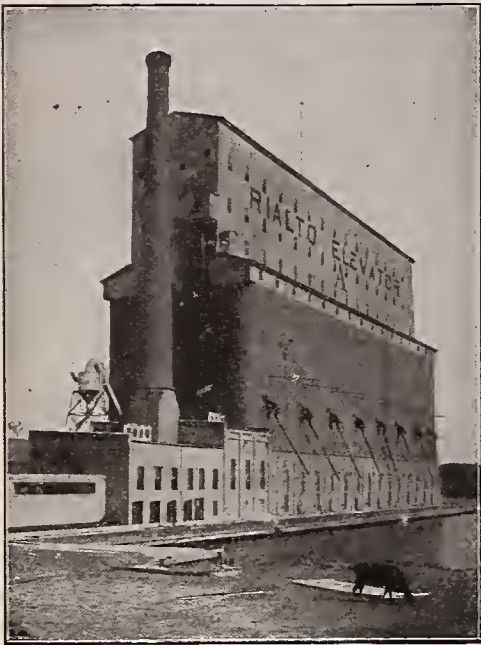
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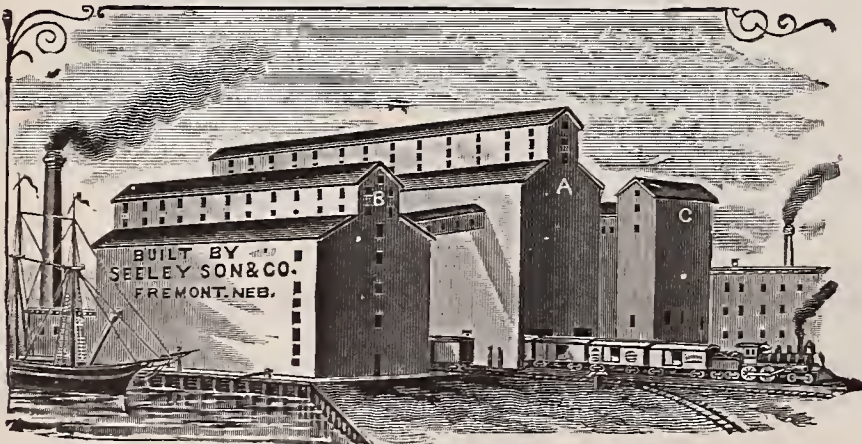
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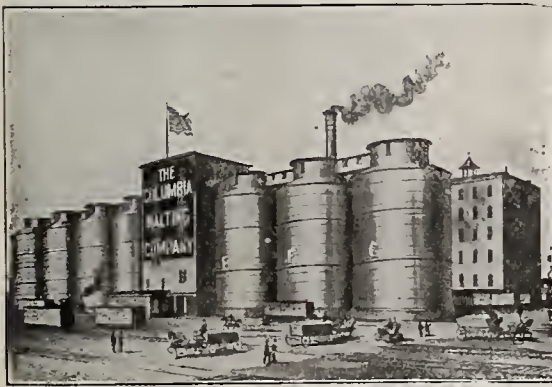
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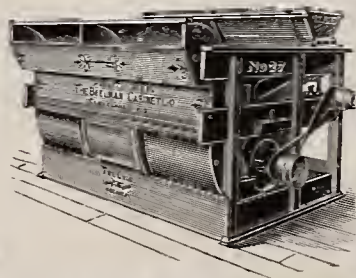
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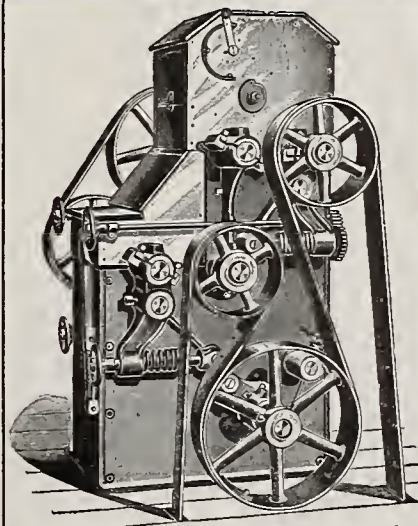
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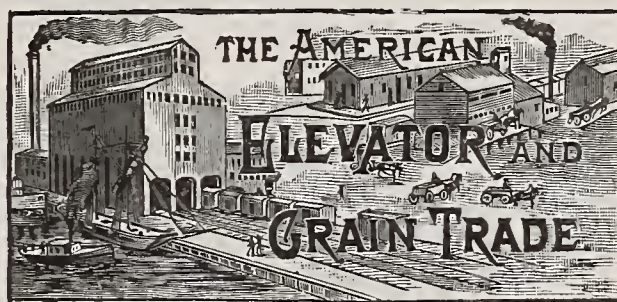
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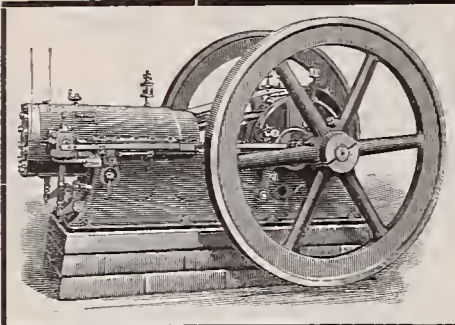
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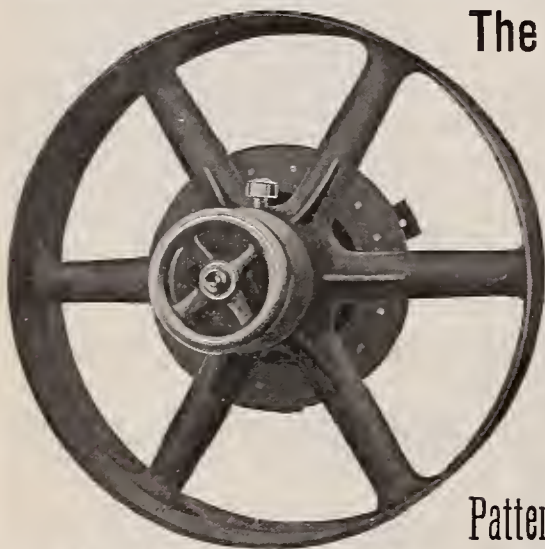


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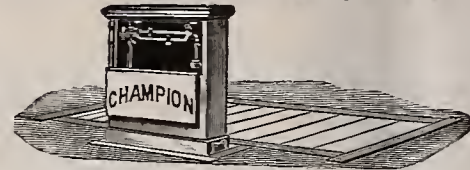


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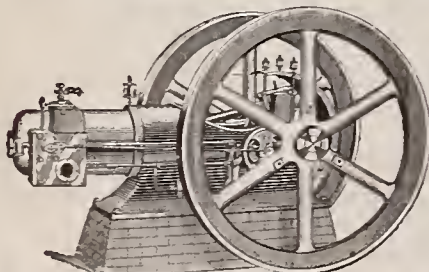
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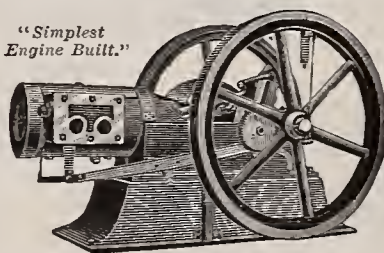
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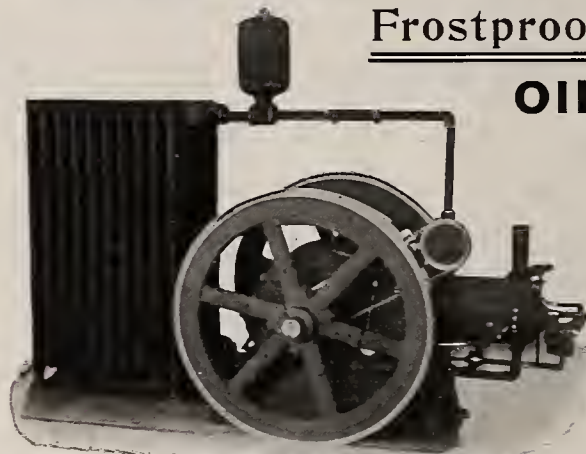
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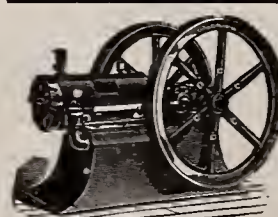
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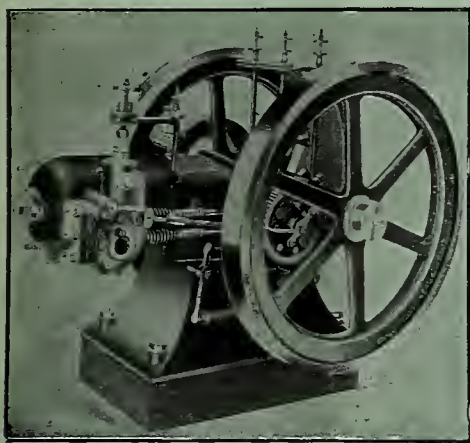
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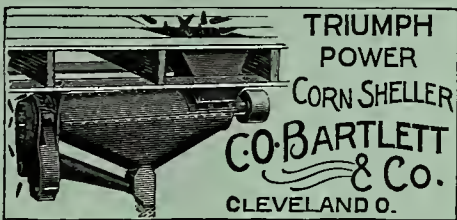
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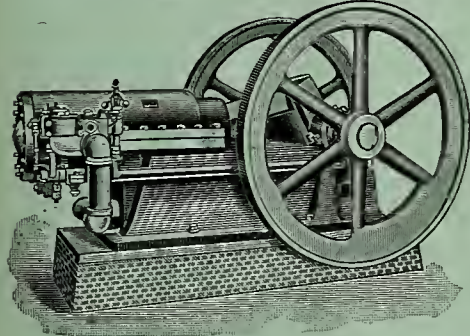
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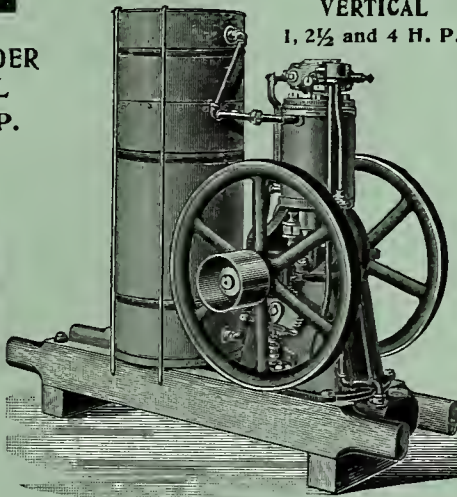
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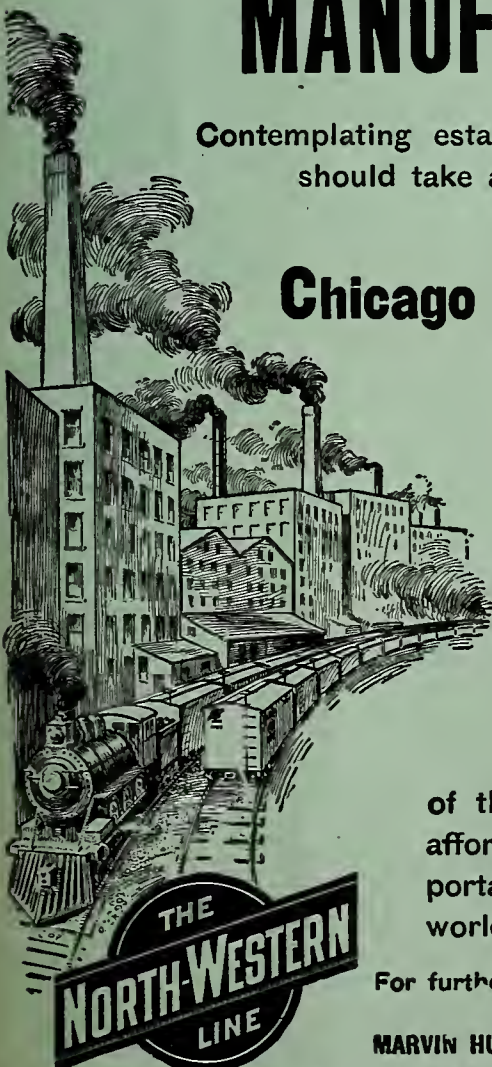
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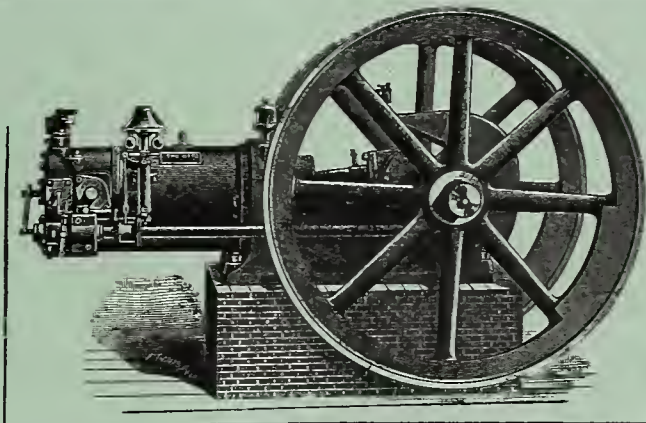
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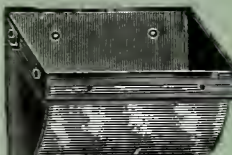
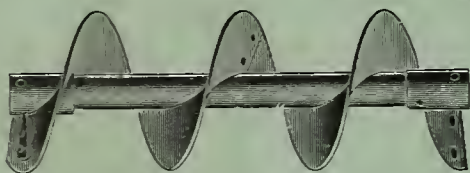


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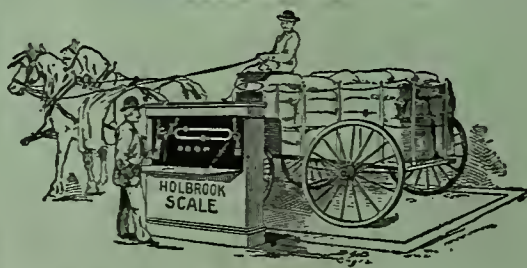
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